

MAKING A
GREAT
PLACE



FY 2016-17 UPWP Quarterly Reporting

1st Quarter

July 1 to September 30, 2016

September 30, 2016

QUARTERLY REPORT

GRANT: FY 2017 PL
FY 2016 STP
FY 2014 STP
FY 2016 Section 5303

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|-------------------------------------|----------------|--------------------|
| TASK DESCRIPTION: | Regional Transportation Plan | BUDGET: | \$1,696,644 |
| | | PL | \$844,902 |
| | | STP | \$395,333 |
| | | Section 5303 | \$247,180 |
| | | Metro | \$209,229 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$425,695

BALANCE: \$1,270,949

NARRATIVE:

The Regional Transportation Plan (RTP) guides local and regional transportation planning, funding and implementation activities in the Portland metropolitan region for all forms of travel – motor vehicle, transit, biking and walking – and the movement of goods and freight. In addition to meeting federal and state requirements, the plan also addresses a broad range of regional planning objectives, including implementing the 2040 Growth Concept – the region's long-range growth management strategy – to create healthy, equitable communities and a strong economy.

Central to the RTP is an overall emphasis on outcomes, system completeness, and measurable performance targets to track progress toward the plan's goals. The plan seeks to create an integrated multimodal transportation system that is safe, healthy, accessible, reliable, equitable and efficient for all users and supports how and where the region and communities have planned to grow. The plan identifies current and future regional transportation needs, near-, medium-, and long-term investment priorities and actions to address those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments a reality.

The RTP is maintained and updated regularly to ensure continued compliance with State and Federal requirements and to address changes in land use, demographic, financial, travel, technology and economic trends. Updates to the RTP are governed by a number of federal requirements that must be met in order for the plan to be approved by the U.S. Department of Transportation and for the region to remain eligible to receive federal transportation dollars. Updates to the RTP are governed by a number of state requirements that must be met in order for the plan to be approved by the Land Conservation and Development Commission. The RTP is a Regional Transportation System Plan (TSP) under state law. TSPs for cities and counties located within an MPO area must be consistent with both the statewide Transportation Planning Rule and the RTP. Regional functional plans direct local implementation of the RTP.

Major accomplishments for this reporting period:

- General outreach/ coordination on RTP.
- Convened RTP transit, safety, freight, equity, performance measures and finance work groups and prepared related agendas and discussion materials.
- Hosted September 23 Regional Leadership Forum to discuss the role technology can play in the future and learn about successful transportation funding campaigns in Los Angeles, the Bay area and Seattle.
- Continued to identify individual freight modal challenges affecting freight trucks, rail, air, marine and river travel and needs.
- Analyzed crash data, identified draft Regional High Injury Corridors (corridors where a majority of fatal and severe crashes for people driving, walking and biking occur), and drafted a safety project definition and an updated safety target to support updating the Regional Transportation Safety Strategy.
- Continued data collection and outreach to local governments, TriMet, SMART and ODOT to forecast local, regional and state revenue likely to be available to fund capital projects and prepare a high-level estimate of roadway and transit operations, maintenance and preservation (OMP) revenues and costs.
- Continued updating performance measures to be used to evaluate the RTP investment packages in 2017.
- Continued development of the regional transit vision. See other milestones with “Regional Transit Strategy” quarterly report.
- Event planning and development of materials to support the Regional Leadership Forum series and December 2 forum. The purpose of the forums is to bring together public, private and community sectors to tackle the transportation issues facing the region and provide leadership and direction throughout the update of the Regional Transportation Plan.
- Maintained web pages at www.oregonmetro.gov/rtp to provide information on engagement opportunities and RTP technical work groups and meeting dates, location, and related materials for each work group.
- Coordinated with Investment Areas staff on the potential need for amendments to the RTP.

Major accomplishments for the next reporting period:

- Agendas, memos and meeting materials to support technical work group discussions, updates to regional technical and policy advisory committees.
- Draft Call for Projects materials, evaluation framework and timeline for building the RTP investment strategy.
- Summary report of 30-day on-line survey results on priorities for the region’s transportation system.
- Draft RTP financially constrained revenue forecast.
- Host Regional Leadership Forum 3 to discuss the region’s investment priorities and funding needs.

QUARTERLY REPORT

GRANT: FY 2016 STP
FY 2014 STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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|-------------------|----------------------------------|----------------|-----------------|
| TASK DESCRIPTION: | Regional Transit Strategy | BUDGET: | \$80,516 |
| | | STP | \$72,247 |
| | | Metro | \$8,269 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$0

NARRATIVE:

Transit has a significant role in supporting the 2040 Growth Concept – the region's long-range strategy for managing growth. The 2040 Growth Concept calls for focusing future growth in the Portland Central City, regional and town centers, station communities, main streets, 2040 corridors and employment areas, and includes policies to connect the Portland Central City and regional centers together with high capacity transit, which can include light rail, bus rapid transit, commuter rail, or streetcar. The Regional Transportation Plan (RTP) expands this vision to include a connected network of regional and local transit service that is complemented by transit-supportive land uses, safe and convenient bike and pedestrian connections to transit, and other facilities, programs and services designed to make transit more convenient, frequent, accessible and affordable.

The Regional Transit Strategy, formerly known as the Regional High Capacity Transit System Plan, will provide a coordinated vision of future transit for the region to support the 2040 Growth Concept, Climate Smart Strategy, and Regional Transportation Plan. The plan will include improvements to bus service as well as future investments in high capacity transit improvements. The Plan will also include an update to the System Expansion Policy that will provide local and regional partners with direction on how to move future projects forward. This work will be conducted as part of the 2018 Regional Transportation Plan update and will be closely coordinated with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and the update to Transit Master Plan by the South Metro Area Regional Transit (SMART) district.

Major accomplishments for this reporting period:

- Developed draft existing conditions
- Developed draft performance measures
- Continued to work on the regional transit vision
- Selected a consultant to support the development of the System Expansion Policy, waiting for notice to proceed
- Continue to work with the Transit Work Group on development of the Regional Transit Strategy
- Continue to coordinate efforts with the overall RTP and RTP work groups

Major accomplishments for the next reporting period:

- Continue to work on the regional transit vision
- Initiate the System Expansion Policy development Continue to work with the Transit Work Group on development of the Regional Transit Strategy
- Continue to coordinate efforts with the overall RTP and RTP work groups

QUARTERLY REPORT

GRANT: FY 2017 PL
 FY 2016 STP
 FY 2014 STP
 FY 2016 Section 5303
 FY 2014 Section 5303

FISCAL YEAR: FY 2017 AGENCY: Metro

| | | | |
|-------------------|--|----------------|--------------------|
| TASK DESCRIPTION: | Metropolitan Transportation Improvement Program | BUDGET: | \$1,164,993 |
| | | PL | \$351,653 |
| | | STP | \$255,959 |
| | | Section 5303 | \$425,563 |
| | | Metro | \$131,818 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$234,184

BALANCE: \$930,809

NARRATIVE:

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies, as well as significant public-involvement efforts, consistent with Metro's public involvement plan.

The UPWP budget includes contingency funding in anticipation of \$25,000 of Metro general fund for scoping and early implementation of recommendations to improve data administration and reporting on transportation planning and investments. These funds are anticipated to be considered in the Metro budget process but are subject to Metro Council approval.

Major accomplishments for this reporting period:

- Completed 48 administrative and one formal amendment (new project development planning phase added) during this period.
Various reasons for the amendments that included:
 - o Ten amendments included phase funding slips from 2016 to 2017.
 - o Nine amendments added new projects and their associated funding to the MTIP and STIP.
 - o Eighteen involved adding additional funding to one or more phases to cover phase cost

increases.

- o The remaining amendments also included various technical corrections, (e.g. minor name corrections, funding rounding corrections, and minor funding shifts among phases).
- Assessed project delivery delay reasons and corresponding impacts requiring MTIP and STIP amendments. Began developing and initiating new MTIP project inclusion requirements (e.g. complete project prospectus, detailed scope of work, & sufficient funding plan, etc.) for improved implementation readiness and to help decrease MTIP and STIP amendment needs.
- Initiated new regionally significant UPWP stand-alone MTIP project programming processes to help improve IGA development and fund obligations.
- Continued evaluating MTIP/STIP FP financial documents to reduce programming and obligation discrepancies between the two via ongoing reconciliations. Continued working with ODOT staff to resolve and eliminate STIP Financial Plan discrepancies and obligation errors ensuring accuracy and consistency between the MTIP and STIP FP.

Major accomplishments for the next reporting period:

- Initiate and complete required “slip” amendment (phases and funds from 2016 to 2017) collecting trends and reasons for the slips and overall project delays
- Begin further readiness reviews and pre-implementation scoping of awarded RFFA projects to better prepare them for initiating the project prospectus, developing the IGA and eventual fund obligations by FFY 2019.
- Initiate specific amendment submission, review, evaluation, and approval process with ODOT Region 1 STIP Coordinator and Local Agency Liaisons (LAL) to develop improved amendment submission and approvals.
- Initiated the call for local capital projects element of the regional flexible fund allocation process. Applications from eligible recipients have been received and are undergoing technical evaluation in preparation for the public comment period and funding decision process.

Amendment Activity

The following FFY15-18 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period July through September 2016.

| AMENDMENT NUMBER | ODOT KEY | PROJECT NAME | MTIP ID | MODIFICATION TYPE | RESOLUTION NUMBER | AGENCY | REQUESTED BY | REQUESTED ACTION |
|---------------------|----------|---|---------|----------------------|----------------------|-----------------------|-----------------------|---|
| 1157 | 19786 | I-205: Stafford Rd - OR99E | 70859 | Formal | 16-4705 | ODOT | Vaughan Rademeyer | Add K19786 I-205: Stafford Rd - OR99E a new planning project with FAST Act freight formula funds of \$2.5M |
| 1158 | 13502 | NE Columbia Blvd at MLK Jr. Blvd | 70110 | Administrative | | Portland | Justin Bernt | Key 13502 - Add \$200,000 to CN phase for additional sidewalk work on MLK. Also make correction to PE - Amendment from 2012 was never entered completely |
| 1159 | 16986 | Division Street Corridor Improvements (Gresham) | 70542 | Administrative | | Gresham | Amanda Sandvig | Slip CN phase to 2017 |
| 1160 | 19357 | Beaverton Creek Trail: Westside Trail - SW Hocken Ave | 70689 | Administrative | | Tualatin Hills PRD | Brad Hauschild | Cancel PE Phase and move funds to the PL phase |
| 1161 | 18001 | Clackamas County Regional Freight ITS Project | 70478 | Administrative | | Clackamas County | Mahasti Hastings | Slip CON to 2018. Update bid let date to 9/30/18. |
| 1162 | 19858 | Rood Bridge Park Canoe Launch | 70860 | Administrative | | Hillsboro Parks & Rec | Hillsboro Parks & Rec | Add new 2016 recreational trails project |
| 1163 | 19905 | OR217 at Greenburg Rd | 70861 | Administrative | | ODOT | Vaughan Rademeyer | Add K19905 OR217 at Greenburg Rd with \$41,431 Discretionary funds (5L3E) from statewide reserves (K19087) |
| 1164 | 17516 | FFO - I-5: Interstate Bridge - Hassalo St | 70445 | Administrative | | Milwaukie | Kyle Crate | Amend K17516 I-5: Interstate Bridge - Hassalo to increase PE with \$250,000 Bridge Reserves and add a CN phase of \$15.3M from K19603 per CMR-02 and \$977,000 from Bridge reserves. Slip OT to 2017. OTC Approval 6/16/16. Change description. |
| 1165 | 19333 | FY17 Bus & Rail Preventive Maint (5307) | 70736 | Administrative | | TriMet | Vaughan Rademeyer | Correct funding from Amendment 15-18-950 as the match ratio was changed to 50%. Combine K19336 into this Key to increase the total to \$48,588,516. |
| 1166 | 19337 | FY18 TM Bus/Rail Transit Enhancements | 70740 | Administrative | | TriMet | Vaughan Rademeyer | Amend K19334 FY18 Bus & Rail Preventive Maintenance to correct funding from Amendment 15-18-951 as the match ratio was changed to 50%. Combine K19337 into this Key to increase the total to \$49,003,236. |
| 1167 | 19334 | FY18 Bus & Rail Preventive Maint (5307) | 70737 | Administrative | | TriMet | Vaughan Rademeyer | Amend K19334 FY18 Bus & Rail Preventive Maintenance to correct funding from Amendment 15-18-951 as the match ratio was changed to 50%. Combine K19337 into this Key to increase the total to \$49,003,236. |
| 1168 | 19902 | ECONOMIC VALUE ATLAS PLANNING STUDY (UPWP) | 70862 | Administrative | | Metro | Jodie Kotrlik | Add a new project as K19902 Economic Value Atlas Planning Study (UPWP) with \$389,309 Metro STP from Reserves |
| 1169 | 18779 | OR213: SE Lindy St - SE King Rd | 70709 | Administrative | | ODOT | Vaughan Rademeyer | Amend K18779 OR213: SE Lindy St - SE King Rd to reduce CN to \$2,235,000 moving \$175,000 to RW and add \$527,335 Bike/Ped SWIP funds from K17600 to increase RW to \$1,252,335 |
| 1170 | 19149 | Morrison Bridge Deck Lift Replacement | 70822 | Administrative | | Multnomah County | Rachelle Nelson | Amend K19149 Morrison Bridge Lift Deck Replacement add an OT phase by moving \$320,000 from CN. |

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|------|-------|--|-------|----------------|--|------------------|-------------------|--|
| 1171 | 19071 | I-5 Broadway/Weidler Interchange Improvements | 70784 | Administrative | | ODOT | Vaughan Rademeyer | Amend K19071 to change the project name to I-5 Broadway/Weidler Interchange Improvements. Change the description and increase PE to \$4,126,545 by adding award of \$2.5M FAST Act funds awarded by OTC. |
| 1172 | 19812 | 2016 Region 1 Curve Warning Signs | 70863 | Administrative | | ODOT | Sue Agnese | Add a new project moving \$914.455 Sec 164 funds from 18502 |
| 1173 | 19702 | Regional Signal System-ConOps & Implementation | 70838 | Administrative | | Portland | Caleb Winter | Amend K19702 Regional Signal System - ConOps & Implementation to cancel the PL phase and move all funds to OT. Advance OT to 2017. |
| 1174 | 17888 | SE Holgate & Ramona 122nd-136th Ave Sdwk/Portland | 70477 | Administrative | | Portland | Bret Richards | Amend K17888 to amend CN to \$991,438 and Increase PE to \$389,776 using surplus CN funds. New project total is \$1,574,909 |
| 1175 | 18021 | East Portland Active Transportation to Transit | 70481 | Administrative | | Portland | Bret Richards | Amend K18021 East Portland Active Transportation to Transit to increase RW to \$261,537 and OT to \$750,000 by reducing CN to \$2,910,983 to match estimate. Slip CN and OT to 2017. |
| 1176 | 19937 | Oregon Driver Removal Law (Move It) Signs | 70864 | Administrative | | ODOT | Vaughan Rademyer | Add a new project with \$30,000 federal SHRP2 funds awarded by FHWA 7/15/16 |
| 1177 | 19652 | I-5: MARQUAM BR ELECTRIC & LIGHTING SYSTEM REPLACE | 70833 | Administrative | | ODOT | Rachelle Nelson | Amend KN 19652 (I-5 Marquam Br Electrical) to increase the PE phase funds by \$57,550 from Bridge reserve funds. |
| 1178 | 19265 | I-5 & I-205 Shared Use Paths | 70804 | Administrative | | ODOT | Vaughan Rademeyer | Combine K19266 into K19265 increasing PE to \$150,000 and CN to \$59,500. Change the project name to I-5/I-205 Shared Use Path. |
| 1179 | 19266 | I-5 Shared Use Path: N. Jantzen Drive-Tomahawk Island Dr | 70805 | Administrative | | ODOT | Vaughan Rademeyer | Combine K19266 into K19265 increasing PE to \$150,000 and CN to \$59,500. Change the project name to I-5/I-205 Shared Use Path. |
| 1180 | 19911 | Wilsonville Mass Transit Program (15-17) | 70865 | Administrative | | Wilsonville | Ivan Presnyy | KN19911 - add new project split from K18925 |
| 1181 | 19912 | TriMet Mass Transit Program (15-17) | 70866 | Administrative | | TriMet | Maile Boals | Add new project split from K18925 & K17948 |
| 1182 | 17410 | Broadway Bridge - Willamette River | 70416 | Administrative | | Multnomah County | Vaughan Rademeyer | Increase CN by \$3.5M using Bridge Funds. |
| 1183 | 18806 | US26: Cornelius Pass Rd - NW 185th Ave | 70768 | Administrative | | Hillsboro | Vaughan Rademeyer | Amend K18806 US26: Cornelius Pass Rd - NW 185th Ave to add \$2,085,834 JTA funds (K12885) to increase PE to \$3,012,203 and CN to \$32,005,267. |
| 1184 | 18779 | OR213: SE Lindy St - SE King Rd | 70709 | Administrative | | ODOT | Vaughan Rademeyer | Amend K18779 OR213: SE Lindy St - SE King Rd to increase RW by \$200,000 to \$1,452,335 by reducing CN to \$203,500 per CMR-05. Change Mile Points. |
| 1185 | 19782 | Region 1 Mumble Strip Pilot Project | 70852 | Administrative | | ODOT | Vaughan Rademeyer | Amend K19782 Region 1 Mumble Strip Pilot Project to include I-5 from MP 286.9 to MP 287.3 |

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|------|-------|--|-------|----------------|--|------------------|-------------------|--|
| 1186 | 18836 | I-5: SB Lower Boones Ferry - I-205 Aux Lane | 70777 | Administrative | | ODOT | Vaughan Rademeyer | Add PE of \$2M with \$1,945,999 (\$1,794,600 Fed from K18841 plus SW Enhance Match from Reserves) \$51,011 from K19630 and \$2,990 from Region 1 Reserves. Add \$13M FAST Act funds to increase CN to \$17,405,776. Change name, description and Mile Points. Slip CN to 2018. |
| 1187 | 18841 | OR217: OR10 - 99W SB Auxiliary Lane | 70782 | Administrative | | ODOT | Vaughan Rademeyer | Change the project name, description and Mile Points. Cancel the CN phase moving \$1,794,600 (federal) to K18836 and increase the PE to \$3,940,872 with the balance of CN funds. Approved by the OTC 6/16/16 |
| 1188 | 18311 | Durham Rd/Upper Boones Ferry Rd. OR99W - I-5 | 70647 | Administrative | | ODOT | Vaughan Rademeyer | Amend K18311 Durham Rd/Upper Boones Ferry Rd: OR99W - I-5 to increase PE to \$324,641 by moving \$123,641 from CN and adding \$123,641 agency funds to keep CN at the same funding level. |
| 1189 | 18383 | Burnside St: Willamette River Br Painting & Rehabilitation | 70667 | Administrative | | Multnomah County | Vaughan Rademeyer | Amend K18383 Burnside St: Willamette River Bridge Paint & Rehab to add an OT phase of \$496,649 by reducing CN to \$24,361,351 |
| 1190 | 18778 | US30: NW McNamee Rd - NW Bridge Ave | 70708 | Administrative | | ODOT | Vaughan Rademeyer | K18778 US30: - NW McNamee Rd - NW Bridge Ave to increase UR to \$58,000 adding \$48,000 from CN |
| 1191 | 18804 | I-205: Johnson Creek - Glenn Jackson Bridge | 70767 | Administrative | | ODOT | Vaughan Rademeyer | Amend K18804 I-205: Johnson Creek - Glenn Jackson Bridge to add \$1,045,000 Interstate Maintenance funds per CMR-04 from Interstate Maintenance Finance Plan to increase the total project to \$13,889,865. Add a RW phase of \$60,000 increase PE to \$650,000 and CN to \$13,179,865. Change the project name. |
| 1192 | 19918 | OR217/OR224: Bridge Rail Retrofit | 70867 | Administrative | | ODOT | Rachelle Nelson | Add new project per June 2016 OTC approval. |
| 1193 | 19763 | I-84: Graham Road Bridge Replacements | 70858 | Administrative | | ODOT | Vaughan Rademyer | Amend K19763 I-84: Graham Road Bridge to adjust total project JTA funds to \$3,894,714 add \$500,000 from Bridge Reserves to increase CN to \$11,994,714 |
| 1194 | 19120 | SE 242nd/Hogan: NE Burnside - E. Powell (Gresham) | 70799 | Administrative | | Gresham | Vaughan Rademeyer | Amend K19120 SE Hogan Road: SE Division - US26: SE Powell Blvd to correct RW funding as shown on amendment 15-18-139. Slip RW to 2017 and CN to 2018. |
| 1195 | 14409 | Marine Dr. Path: NE 112th Ave-NE 185th Ave | 70063 | Administrative | | Portland | Vaughan Rademeyer | Amend K14409 Marine Drive Bike Trail: NE 112th Ave - NE 185th Ave to correct rounding and slip to 2017 |
| 1196 | 19267 | OR141 (SW Hall Blvd): Scholls Ferry Rd - Hemlock St | 70806 | Administrative | | ODOT | Vaughan Rademeyer | Amend K19267 to change project name to OR141 (SW Hall Blvd): Scholls Ferry Rd - Hemlock St and slip CN to 2018 and RW to 2017 per Charter |
| 1197 | 18564 | I-5: Bridge Deck Rehab (MP 301.00 to MP 302.00) | 70754 | Administrative | | ODOT | Vaughan Rademeyer | Amend K18564 I-5 Bridge Deck Rehab (MP301.00-MP302.00) to increase PE to \$565,649 and CN to \$3,779,540 by adding \$1,251,294 Key 18476 |
| 1198 | 18004 | Oak and Baseline: S 1st - SE 10th (Hillsboro) | 70497 | Administrative | | Hillsboro | Vaughan Rademeyer | Slip PL phase to 2017 |

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|------|-------|---|-------|----------------|--|---------|-------------------|--|
| 1199 | 18757 | OR213 Operational Improvements | 70756 | Administrative | | ODOT | Vaughan Rademeyer | Amend K18757 OR213 Operational Improvements to change Mile Points and description. |
| 1200 | 19691 | I-84 AND I-205 BARRIER INSTALLATION | 70839 | Administrative | | ODOT | Vaughan Rademeyer | Amend K19691 I-84 and I-205 Barrier Installation to change the Mile Points for the I-84 section to 17.8 - 20.2 |
| 1201 | 17707 | OR 213 (82nd Ave): Sandy Blvd | 70560 | Administrative | | ODOT | Vaughan Rademeyer | Amend K17707 OR213 (82nd Ave) Sandy Blvd to reduce RW to the obligated amount of \$110,000 by removing \$6,000 to correct Financial Plan |
| 1202 | 19327 | Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR | 70690 | Administrative | | Tigard | Vaughan Rademeyer | Amend K19327 Fanno Crk Trail: Woodard Pk-Bonita Rd/85th Ave-Tualatin Br to slip PE to 2017 |
| 1203 | 19204 | I-205 Pacific Hwy - Abernathy Bridge | 70800 | Administrative | | ODOT | Vaughan Rademeyer | Amend K19204 to correct the spelling of Abernethy and update project description per charter. |
| 1204 | 19787 | NE Kane Drive at Kelly Creek Culvert | 70850 | Administrative | | Gresham | Vaughan Rademeyer | Amend K19787 NE Kane Drive at Kelly Creek Culvert to change the project name. Correct programming error by moving CE funding from PE to CN to match the DDIR. The new totals will be \$1,193,000 for PE and \$4,307,000 for CN. Slip CN to 2018. |
| 1205 | 17697 | US26: SE Powell Blvd at 116th Ave | 70554 | Administrative | | ODOT | Vaughan Rademeyer | Amend K17697 US26: Powell Blvd at 116th Ave to cancel RW and UR phases and reduce PE to match current authorization of \$80,000 transferring funds to Region 1 reserves. |

- Notes:
- Requested Actions phase abbreviations:
 - Key XXXXX =The five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
 - CN =Construction phase. Example: *"Add CN to Key 19149 & increase ..."* means adding the Construction phase to project through the amendment.
 - PE =Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
 - ROW or R/W = Right-of-Way phase.
 - Other= A unique MTIP implementation phase for certain project types where the activities do not fit into the PE or Construction phases. Programming funds in this phase is by FHWA and FTA approval. It is primarily use for Transit and ITS projects.
 - Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PEso the project can begin NEPA All projects will planning phase programming become a UPWP project.
 - Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.
 - Administrative changes are minor and have no impact to conformity or financial constraint.
 - Formal amendments do not impact conformity, but may have significant policy impacts and require formal approval by Metro's JPACT and Council. Demonstration that no impact to financial constraint is also required. USDOT provides final approval of Formal amendments.
 - Other: These are programming technical corrections (e.g. typos, correcting financial rounding errors, etc.) that do not require formal approvals or reviews.

QUARTERLY REPORT

GRANT: FY 2016 STP

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|----------------------------|----------------|-----------------|
| TASK DESCRIPTION: | Air Quality Program | BUDGET: | \$28,334 |
| | | STP | \$25,424 |
| | | Metro | \$2,910 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$2,181

BALANCE: \$26,153

NARRATIVE:

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

The state and federal component of the Air Quality Program is the Air Quality Conformity Determination (AQCD) which is a technical analysis to determine the air quality impacts of the RTP and MTIP. An AQCD determination is made during the update to each MTIP and RTP or when amendments to the MTIP or RTP warrant a re-evaluation of air quality impacts. The AQCD analysis requires special coordination with staff from Oregon Department of Environmental Quality (DEQ) and other regional, county, city and state agencies and is guided by rules set forth in the Portland Area Second 10-Year Maintenance Plan, which is a component of the State Implementation Plan (SIP). The SIP is overseen by DEQ and approved by the U.S. Environmental Protection Agency (EPA). The Portland Area Second 10-Year Maintenance Plan is set to expire in October 2017. When Metro seeks approval of an AQCD the review and approval process are done in consultation with DEQ and EPA, but joint approval is issued by the Federal Highway Administration and Federal Transit Administration.

In addition to the state and federal components, the Air Quality Program includes participation and partnerships on other regional initiatives.

Major accomplishments for this reporting period:

- Conducted interagency consultation with partners on the approach for the air quality conformity determination on the 2018-2021 MTIP. Received approval on the approach. (September 2016)
- Continued to consult, coordinate, and collaborate on air quality and transportation conformity related items with Oregon DEQ, local, regional, state, and federal partners as well as interested community-based organizations. (ONGOING)
- Monitored and worked with partners on potential MTIP and RTP amendment requests to determine air quality conformity analyses requirements. (ONGOING)

Major accomplishments for the next reporting period:

- Consult, coordinate, and collaborate on air quality and transportation conformity related items with Oregon DEQ, local, regional, state, and federal partners as well as interested community-based organizations. (ONGOING)
- If necessary, conduct transportation conformity and air quality analyses on MTIP and RTP amendments to ensure the amendments are consistent with federal air quality regulations. (AS NEEDED)

QUARTERLY REPORT

GRANT: FY 2017 PL

FISCAL YEAR: FY 2017

AGENCY: Metro

TASK DESCRIPTION: **Title VI and Environmental Justice** **BUDGET: \$138,216**
PL \$138,216

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$28,350

BALANCE: \$109,866

NARRATIVE:

Metro's transportation-related public involvement policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; the President's 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.

Major accomplishments for this reporting period:

- Continue to coordinate with implementation of the Metro Equity Strategy; specifically, this will lead to a Planning and Development Department-specific equity action plan by FY16-17 Q1.
- Continued strategy development to address public recommendation on the 2014 Civil Rights Assessment on the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), which will expand to become, in part, the Transportation Equity Analysis process to be used in future planning efforts; specifically, a revised Title VI checklist and certification was created for the regional flexible funds allocation (an element of the MTIP) project solicitation process.
- Continued to meet with and brief Title VI/LEP/EJ community organizations in the Southwest Corridor to build relationships, discuss benefits and burdens of the project, and collaborate on future strategies for community outreach leading up to and as part of NEPA Scoping for a DEIS;
- For the Powell-Division corridor study, continue engaging environmental justice populations and establishing relationships and partnerships with organizations serving environmental justice populations; conducted multi lingual intercept surveys on transit routes and general station locations.

Major accomplishments for the next reporting period:

- Continue to coordinate with implementation of the Metro Equity Strategy.
- Continue strategy development to address public recommendation on the 2014 Civil Rights Assessment on the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), which will expand to become, in part, the Transportation Equity Analysis process to be used in future planning efforts.
- Conduct multilingual (English, Spanish, Vietnamese, Chinese, Russian, Korean) online engagement opportunity to inform regional flexible funds project allocation, including a question to inform RTP investment priorities.
- Continue to meet with and brief Title VI/LEP/EJ community organizations in the Southwest Corridor

to build relationships, discuss benefits and burdens of the project, and collaborate on future strategies for community outreach. DEIS analysis and outreach will include specific Title VI activities and desired outcomes.

- For the Powell-Division corridor study, continue engaging environmental justice populations and establishing relationships and partnerships with organizations serving environmental justice populations in preparation for NEPA (under a Categorical Exclusion project managed by TriMet).

QUARTERLY REPORT

GRANT: FY 2017 PL
FY 2016 STP
FY 2016 STP – Livable Streets

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|----------------------------------|-----------------------|------------------|
| TASK DESCRIPTION: | Designing Livable Streets | BUDGET: | \$481,877 |
| | | PL | \$35,790 |
| | | STP | \$124,855 |
| | | STP – Livable Streets | \$250,000 |
| | | Metro | \$71,232 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$28,350

BALANCE: \$109,866

NARRATIVE:

Metro's "Designing Livable Streets" Program was established to provide a set of tools for achieving regional livability goals, including safety and health, and to encourage local jurisdictions to design streets that better support the 2040 Growth Concept. The Program started with the release of the *Creating Livable Streets* handbook in 1997. Since then the program has grown to include a suite of handbooks: *Green Streets*, *Trees for Green Streets*, *Green Trails: Guidelines for Environmentally Friendly Trails*, and *Wildlife Crossings: Providing safe passage for urban wildlife*.

The Designing Livable Streets Program implements Regional Transportation Plan (RTP) design policies for regional transportation facilities and includes ongoing involvement in local transportation project conception, funding, and design. Metro's Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines. This program also addresses Federal context-sensitive design solutions initiatives and MAP-21 requirements to develop mitigation strategies to address impacts of the transportation projects.

Other program elements include providing technical assistance to cities and counties as transportation projects are developed, and providing workshops, forums and tours to increase understanding and utilization of best practices in transportation design.

The handbooks were last updated in 2002 (with the exception of the *Wildlife Crossings*, which was completed in 2009) and content needs to be updated to reflect the state of the practice in transportation and incorporate missing topics, including designing for safety, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multi-modal environments, trail design, cycletracks and other protected bikeways and bicycle and transit interaction. These themes will be reflected in a comprehensive update to the published documents planned for FY 2014-15. At the same time, different formats and methods for sharing the information (e.g. digital, design workshops) need to be considered.

Working with experts within Metro and partners across the region, an update of the Program will determine how Metro can continue to best serve cities, counties and residents working to develop livable and complete streets in the region.

Major accomplishments for this reporting period:

- Walking tour in Gresham with Chuck Marohn
- Consultant RFP finalized with ODOT
- RFP posted through ODOT

Major accomplishments for the next reporting period:

- Consultant selected
- Kick-off meeting
- Website and timeline updated

QUARTERLY REPORT

FISCAL YEAR: FY 2017

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: July 1, 2016 – September 30, 2016

NARRATIVE:

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

Major accomplishments for this reporting period:

- Continued outreach on decisions to narrow Powell-Division corridor study transit routes and general station locations.
- Continued stakeholder and public outreach to begin DEIS, including Scoping meeting and online comment opportunities.
- Held the second in a series of Regional Leadership Forums, designed to bring elected officials and business and community leaders to the table to discuss emerging issues and concepts to be explored through the Regional Transportation Plan update process.

Major accomplishments for the next reporting period:

- Continue outreach on decisions to narrow Powell-Division corridor study transit routes and general station locations in preparation for NEPA (under a Categorical Exclusion project managed by TriMet).
- Continue stakeholder and public outreach to begin DEIS and establish Citizens Advisory Committee that will serve for the next 18 months.
- Hold the third in a series of Regional Leadership Forums, designed to bring elected officials and business and community leaders to the table to discuss emerging issues and concepts to be explored through the Regional Transportation Plan update process.
- Conduct online engagement opportunity and public hearing to inform regional flexible funds project allocation (a component of the Metropolitan Transportation Improvement Program); the online engagement tool includes a question to inform Regional Transportation Plan investment priorities.

QUARTERLY REPORT

GRANT: FY 2014 STP
FY 2016 TSMO STP

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|--|---------------|------------------|
| TASK DESCRIPTION: | Transportation System Management & Operations – Regional Mobility | BUDGET | \$114,686 |
| | | STP | \$42,908 |
| | | TSMO STP | \$60,000 |
| | | Metro | \$11,778 |

PERIOD COVERED: June 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$11,892

BALANCE: \$102,794

NARRATIVE:

Description

Regional Mobility is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Travel Options program. Together these two programs advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas emissions. Both the Regional Mobility Program and Regional Travel Options programs are key components of Metro's Congestion Management Process (CMP). Most of the required CMP activities related to performance measurement and monitoring are covered as part of the Regional Mobility Program.

Major accomplishments for this reporting period:

- Manage projects funded with FY2016-2018 MTIP to advance priority projects as identified in the [2010-2020 Regional TSMO Plan](#) (ONGOING)
 - *Milestone: TripCheck Travel Information Portal (TTIP) Enhancement project (ODOT Key # 17459) continued with developing the concept around a data platform for multimodal traveler information and connected vehicle information. ODOT ITS Salem is leading the project and DKS began consulting on the project. DKS conducted interviews with public and private agencies.*
 - *Update: Metro staff continued to work closely with ODOT Local Agency Liaisons to review all upcoming TSMO and ITS projects.*
- Provide strategic and collaborative program management including coordination of activities for TransPort, Portal Technical Advisory Committee (TAC), ITS Architecture Subcommittee, ITS Network Management Team (NMT), Transportation Incident Management (TIM) Coalition and other regional TSMO-related forums. (ONGOING)
 - *TransPort met at ODOT Region 1 in Portland July 13, August 10 and September 14.*
 - *July meeting: announced the regional flexible funds solicitation for project. Metro staff and DKS consultants initiated work on the Regional ITS Communications Master*

Plan and Regional ITS Architecture update. MAP-21 performance rulemaking was announced.

- *August meeting: discussed Buy America for ITS projects; continued work providing input on the ITS Architecture Update, began discussing potential enhancements to the TripCheck Travel Information Portal (TTIP).*
- *September meeting: conducted a workshop for the Communications Master Plan. Continued discussing the TTIP enhancement project, discussed TSMO-funded projects and for agencies to prepare for meeting ADA requirements.*
- *Portal TAC met September 7. PSU presented project status for Freight and Regional Travel Time pages. The TAC agreed to a short review process of the test sites before putting them live onto the Portal website. <http://portal.its.pdx.edu/home>*
- *Staff attended the Cooperative Telecommunications Infrastructure Committee July 20th at TriMet and September 21 at the Portland Emergency Communications Center. City of Portland notified partner agencies that the Portland Building will undergo construction which will disrupt the communications equipment. The group discussed short-term and long-term options to avoid outages.*
- *ITS NMT met at TriMet July 20th to advance the plan to bring the Information Store back online. The Information Store holds the policies, agreements and forms to manage use of the ITS Network. City of Portland and TriMet will work together and update partners. ITS Network Switch replacement was also discussed and TriMet followed up with an email exchange over the summer to decide with partners which switch model was most cost effective for the region. Metro, TriMet and ODOT will follow-up with the purchasing process.*
- Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities including signal controller software enhancements. (ONGOING)
 - *No updates this quarter.*
- Begin to scope project to upgrade or replace the Regional Signal System and form partnerships. (ONGOING)
 - *No updates this quarter.*
- Begin scoping TSMO Plan Update by exploring topics including equity, safety, resiliency, connected vehicles, automated vehicles, vehicle-to-X communications, transit signal priority, mobility as a service (e.g., public-private partnerships), performance measures, big data analytics and asset management. (ONGOING)
 - *No Updates this quarter*
- Regional ITS Architecture Update (See UPWP narrative)
- ITS Communications Master Plan (See UPWP narrative)
- I-84 Multimodal Integrated Corridor Management (ICM) Deployment Plan (See UPWP narrative)
- Support Congestion Management Process (CMP) including the Regional Mobility Corridor Atlas Update (ONGOING)
 - Vehicle counts by estimated vehicle length are now gathered 24/7 and charted in a visualization under the Freight tab of Portal: <http://portal.its.pdx.edu/freight>

Major accomplishments for the next reporting period:

- Additional TSMO '16-'18 projects will be amended into the MTIP/STIP.
- PSU will engage partners in conversations about using travel time data to visualize reliability and contribute to performance measures in support of the CMP.
- PSU will hold begin scoping a work plan to make enhancements to Portal in 2017.
- TSMO program coordination will continue with monthly TransPort, ITS NMT and other related meetings.

QUARTERLY REPORT

GRANT: STP RTO
STP ODOT

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|--|---------------|--------------------|
| TASK DESCRIPTION: | Transportation System Management & Operations – Regional Travel Options (RTO) | BUDGET | \$2,255,371 |
| | | STP RTO | \$1,830,379 |
| | | STP ODOT | \$303,000 |
| | | Metro | \$121,992 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$233,621

BALANCE: \$2,021,750

NARRATIVE:

Regional Travel Options is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Mobility program. Together these two programs advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options, and reduce greenhouse gas emissions. Both the Regional Mobility Program and Regional Travel Options programs are key components of Metro's Congestion Management Process (CMP).

The following updates are in order of the [UPWP TSMO RTO](#) section on tangible products expected in fiscal years 2016-17:

1. Develop and update tools to support coordination of RTO partner's education and outreach activities including a marketing plan, calendar and shared marketing materials. (ONGOING)

- Metro created a video and social media content to promote a pedestrian safety campaign initiated by Oregon Department of Transportation. Metro purchased an online advertising flight and three months of social media advertising on Facebook, Twitter and Instagram. The video has been viewed over 300,000 times.
- In support of the Oregonian Crossing campaign, Metro partnered with Portland Bureau of Transportation, Safe Routes to School and ODOT to hold a back to school crosswalk safety education and enforcement event on August 31 at Cesar Chavez K-8 school in Portland.
- The evaluation phase of an individualized marketing project in Milwaukie/Clackamas County continued with partners and contractors with a travel survey being mailed to residents of the target area. Final report will be presented in November to the Collaborative Marketing Group.
- Metro working with contractor to continue work on a program evaluation of efforts of the Collaborative Marketing Group. Contractor will begin interviews with members in October and is compiling data from previous marketing campaigns for analysis.

One Metro newsfeed story and other earned media efforts were released this quarter.

- <http://www.oregonmetro.gov/news/three-things-know-about-oregon-crosswalk-laws>

- <http://www.kgw.com/features/local-couple-creates-stars-as-sasquatch-character-in-odot-psa/278632730>
- <http://bikeportland.org/2016/07/20/sasquatch-returns-in-states-new-crosswalk-safety-video-187900>
- <http://webcache.googleusercontent.com/search?q=cache:http://katu.com/news/local/bigfoot-steps-out-of-hiding-for-odots-new-crosswalk-safety-commercial>
- <http://www.kptv.com/story/32489342/new-odot-safety-campaign-features-sasquatch>
- http://www.oregonlive.com/commuting/index.ssf/2016/07/watch_sasquatch_stars_in_orego.html
- <http://www.citylab.com/commute/2016/07/to-promote-traffic-safety-portland-brings-in-bigfoot/492794/>
- <http://www.kgw.com/news/local/portland-uses-sasquatch-to-promote-pedestrian-safety-/311935830>
- <http://koin.com/2016/08/31/sasquatchs-new-job-portland-crossing-guard/>
- <http://www.kptv.com/story/32944934/bigfoot-assists-in-crosswalk-enforcement-effort-in-se-portland>
- <http://katu.com/news/local/sasquatch-helps-portland-kids-cross-the-street-to-get-to-school>

Next Quarter:

- Implementing FY 2015/2016 efforts will continue with feedback from partners through work groups at the November Collaborative Marketing Group meeting.
- RFP review for research project on transportation and behavioral change messaging for Communities of Color.
- Begin project to update regional transportation photography asset library.
- Create a work group for upcoming funding opportunity from ODOT for marketing and outreach.

2. Manage the Regional Travel Options sponsorship program, which supports community and regional travel options partners through events and limited duration community outreach initiatives that promote and educate the public about travel options. (ONGOING)

- Metro sponsored these activities:
- PSU TREC host of International Open Streets Conference
- Better Block PDX & Oregon Walks host of Cully Camina
- Transportation Options Group of Oregon host Social Marketing Workshop
- BIKETOWN host bikeshare opening day events

Next Quarter:

- Potential sponsorships

3. Distribute the Bike There! map through area retail outlets, distribute free copies of the flatmap to employment sites to encourage and assist employees in finding their route to work. (ONGOING)

- Continued work with vendors. Continued hosting online resources: <http://www.oregonmetro.gov/tools-living/getting-around/bike-there>

Next Quarter:

- Continuing outreach to current and possible retail vendors

4. Manage and support Drive Less Connect ridematching database. (ONGOING)

- The Metro Regional Network of Drive Less Connect www.DriveLessConnect.com added 1,166 new users between July 1 and September 30, 2016. The Regional Network totals 16,863 registrants, with 3,502 active. Total savings this quarter were \$117,317; 16,897 gallons of gas; and, 311,328 pounds of CO2.
- Staff continue to attend State DLC meetings for both Oregon and Washington.
- The Drive Less Connect platform was updated to conform to new web browser standards and user needs. The platform still lacks some ease of use. Users found it difficult to use the calendar. RideShareOnline has provided a viable fix for the calendar piece. Users encounter issues with integration of the Google map program and inputting or updating addresses. RideShareOnline is unclear as to why the map platform is not functioning properly for some users and administrators.
- The State DLC Challenge has offered a new option for team competition. Interest and sign-up for the Challenge has increased for 2016 by 12%. However, the Challenge is still not seen as a cost effective program, even with the slight increase in interest by users within the Portland Metro Region. There will be ongoing discussion as to its usefulness and cost moving forward.
- Metro continues to provide contact information for vanpool providers Enterprise Rideshare and vRide, and keeps a list of active vanpools up to date with information for commuters to join the vans: <http://www.oregonmetro.gov/vanpool>. There has been a small increase in the use of vanpools outside of the region. Additionally, Enterprise Rideshare and vRide have now merged.
- Drive Less Connect requests for the 1st quarter numbered 35 support calls and emails for the fourth quarter. Calls included user, administrator and consultant support. These numbers have increased slightly this winter with support time dedicated to more complex network problems, increased interest from businesses and continued requests for support from users within the region and existing network administrators. One (1) new network and a new administrator were added to Drive Less Connect. Training continues as needed for new network administrators. Three existing networks have been updated to reflect new administrators, City of Beaverton, Westside Transportation Alliance (WTA) and one business working with WTA.
- RTO staff will continue to attend Oregon Drive Less Connect and tri-state RideshareOnline meetings.

Next Quarter:

- Training for new administrators as needed. Support and additional training for new users and administrators will be made available online or through webinars provided by RSO.

5. Monitor and report progress on programs and projects carried out by Metro, TriMet, SMART, and RTO grant recipients. (ONGOING)

- TriMet reported progress for Q4 showing that by June 2016, transportation programs are in place at 1,956 employer worksites, a 4% increase compared to the period last year including 11 new TriMet pass programs in Q4.
- Staff began scoping the next RTO Travel and Awareness survey but delayed scoping the 2013-2015 RTO program evaluation until next quarter due to other priorities. RTO staff will hire temp help for these and other projects.

Next Quarter:

- Metro RTO 2013-2015 program evaluation procurement process.
- TriMet Q5 and Q5 report is expected later in October and will be reported next quarter.
- Wilsonville SMART report is expected in October.

6. Coordinate with City of Vancouver and C-TRAN on bi-state commute programs. (ONGOING)

- Metro shares a ridematching database with Washington entities, making it easier for commuters on both sides of the river to find carpool partners and information on vanpooling opportunities.

Next Quarter:

- Ongoing

7. Implement and manage FY 15-17 Regional Travel Options grants. (ONGOING)

Staff managed 18 project grants from the FY 15-17 RTO grant round (\$2.1 million+match). Grant progress for this quarter is below.

- Beaverton School District, Safe Routes to School Program – A report for Q1 16-17 has not yet been submitted.
- Bicycle Transportation Alliance changed their name to The Street Trust. A number of staff changes are being made but The Street Trust provided transition info to the RTO Collaborative Marketing Group at the September meeting.
- City of Gresham, Gresham Sharrows –No updates this quarter.
- City of Lake Oswego, Active Transportation Counters – No activity this quarter.
- City of Tigard, Safe Routes to School Coordinator – City and Tigard-Tualatin School District have completed the hiring process for a new coordinator. A report for Q1 16-17 has not yet been submitted.
- Clackamas Community College, Student Transportation Initiative - Updates will be included in the next report.
- Clackamas County Signage Project – County has completed final design and fabrication of signs. County has resolved siting issues, or identified alternate locations for sign installation. Clackamas County requested a grant extension and is working on a progress report.
- Explore Washington Park (formerly Washington Park TMA) will install trail wayfinding signage to help visitors navigate to and from transit stops. No progress reported this quarter.
- Gresham ChamberEast County Bicycle Tourism Initiative – Program manager Matt Barney has been hired to replace the previous program manager. Marketing and outreach activities with local businesses are ongoing.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Proposals to the RFP exceeded budget. Metro staff provided additional contacts and options for the Housing Authority to consider. Housing Authority said the info was helpful and is considering options.
- National SRTS Alliance, Regional SRTS Plan – Grantee has completed approximately 2/3rds of project. All school districts in region have been interviewed and surveyed, and a draft outline of a final report has been prepared and discussed with stakeholders. The final report will be complete in October 2016.
- Portland Bureau of Transportation, Active Portland: Open Streets, Connected Communities– Deliverable: Grant Agreement finalized. Metro and PBOT have been working to finalize subrecipient agreements with three community non-profit organizations that will be doing a portion of the work tasks of this project.
- Portland Community College, TDM Coordinator & Bicycle Improvements – Deliverable: Grant Agreement has been finalized. First report not yet submitted.
- Portland Public Schools, Healthy Travel Options to School – Deliverable: The majority of PPS work during this quarter focused on completing the GIS analysis and the Web-Application for Safe Routes to Schools and work coordination strategizing with Oregon

Walks and PBOT SRTS. As noted in an earlier report, the District boundary review process and staffing transitions at PPS and PBOT SRTS shifted the outreach portion of the project to Fall 2016 and Winter 2017. The overall project remains on schedule to complete within the two year grant period.

- Ride Connection, RideWise Urban Mobility Support & Training – Deliverable: Q5 Progress update is due in October and will be reported next quarter. Results for Q4 showed 326 people have received travel training.
- Verde, Living Cully Walks, Phase 2 – Verde was still finishing this phase in Q4 and staff agreed to amend the grant agreement for more time. Verde is expected to finalize the RTO grant in October and begin their next phase with a Metro Nature in Neighborhoods grant.
- Washington County, Washington County Travel Options Planning – Washington County held multiple focus groups and Project Advisory Committee (PAC) meeting September 27 at Washington County in Hillsboro. Nelson/Nygaard facilitated a conversation among PAC members that include WTA, Forest Grove, Beaverton, Metro, Hillsboro, Ride Connection and others.
- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach – Chamber has hired a new ED. Metro staff met with ED to discuss moving forward with grant work. Chamber is considering modifying scope to focus more on Gorge Hubs aspect of the grant.
- Westside Transportation Alliance TMA –WTA hired Jeff Pazdalski, Executive Director. WTA continued to work on a suburban bikesharing project with partners.

Next Quarter:

- Progress updates from RTO grantees.

8. Conduct FY 17-19 Regional Travel Options grant solicitation and selection process

- RTO staff opened the grant opportunity July 25 and announced it to potential applicants. A workshop was held July 29 to help guide applicants through the process. Applications were due September 23. Twenty (20) qualified applications were received.

Next Quarter:

- Selection process will be conducted and concluded.

9. Begin 2019 Regional Travel Options strategic plan update

- No updates this quarter.

QUARTERLY REPORT

GRANT: FY 2016 STP
FY 2014 STP

FISCAL YEAR: FY 2017 AGENCY: Metro

| | | | |
|-------------------|------------------------------|----------------|------------------|
| TASK DESCRIPTION: | Regional Freight Plan | BUDGET: | \$114,465 |
| | | STP | \$102,709 |
| | | Metro | \$11,756 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$16,813

BALANCE: \$97,652

NARRATIVE:

The safe and efficient movement of freight is critical to the region's continued economic health. The Regional Freight Program manages updates to, and implementation of, multimodal freight elements in the Regional Transportation Plan (RTP) and provides guidance to affected municipalities in the accommodation of 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. It ensures that prioritized freight requests are competitively considered within federal, state, and regional funding programs. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

Milestones/deliverables for this reporting period:

- Participated in Portland Freight Committee meeting in July of 2016.
- Participated in State Oregon Freight Advisory Committee on July 13, in Portland and on September 20 in Salem.
- Participated in the Regional Over-Dimensional Truck Route Study joint project management team (PMT) and stakeholder advisory committee (SAC) meeting on July 14 and PMT meetings on Sept. 7 and 19, 2016.
- Facilitated the third meeting of the Regional Freight Work Group on September 27, 2016; and prepared agenda and presentation material.
- Gave a briefing to TPAC on Regional Freight Needs identified by Regional Freight Work Group.
- Drafted a cover letter to USDOT with Metro's recommendations for the Interim National Multimodal Freight Network.

Milestones/deliverables for the next reporting period:

- Participate in Portland Freight Advisory Committee and Oregon Freight Advisory Committee.
- Participate in PMT and SAC meetings for the Regional Over-Dimensional Truck Route Study in October of 2016.
- Participate in the Oregon Freight Intermodal Connectors Study TAC meetings in Salem.
- Facilitate the fourth meeting of the Regional Freight Work Group in November of 2016; and prepare agenda and presentation material.
- Develop a work group schedule and draft agenda items for 2016-17 Regional Freight Work group meetings.

- Develop strategy for the Regional Freight Plan update; complete work plan for 2018 Regional Freight Strategy. (ON-GOING).
- Give a presentation to MTAC on Regional Freight Needs on October 19, 2016.

QUARTERLY REPORT

GRANT: FY 2017 PL
FY 2016 STP
FY 2017 ODOT Support
FY 2017 TriMet Support
Other Funds

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|---|----------------|--------------------|
| TASK DESCRIPTION: | GIS Mapping and Land Information | BUDGET: | \$1,481,108 |
| | | PL | \$222,944 |
| | | STP | \$39,046 |
| | | ODOT Support | \$53,920 |
| | | TriMet Support | \$68,850 |
| | | Metro | \$987,156 |
| | | Other Funds | \$112,192 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$363,250

BALANCE: \$1,117,858

NARRATIVE:

The Data Resource Center (DRC) provides Metro and the region with geospatial data services including: aggregation, standardization, storage systems, applications, and analytic products. DRC performs the following primary activities:

- Data Development: DRC maintains a collection of more than 100 land-related geographic datasets (Regional Land Information System - RLIS), which are the foundation for providing services to the DRC's clients. The data support land use and transportation planning, parks and natural areas planning and management, solid waste management, performance measurement, transport forecast modeling, and land use forecast modeling.
- Client Services: DRC provides technical assistance, Geographic Information System (GIS) products, and analytic services to internal Metro programs, local jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), and external customers. The latter include local government partners and RLIS subscribers.
- Policy and land use performance measures: DRC maintains spatial data from which it produces maps, statistics, and data visualizations for monitoring the performance of Metro's policies and growth management programs.
- Transportation System Monitoring: The DRC manages a wide array of transportation-related data to benchmark characteristics of the transportation system. The work elements include compiling region-wide data, reviewing and interpreting regional and national reports, and processing of data requests.

Major accomplishments for this reporting period:

Regional GIS Coordination and Internal/External Service Infrastructure

- Provided public information and customer service support for data, mapping, and analysis products
- Coordinated regional annexation processing, reporting, and technical support for the annexation record search application

- Hosted meeting of the regional data partners related to:
 - RLIS
 - Regional Street Centerline
 - Master Address File.
- Participated in reorganization of the next generation of the Smart Cities Challenge with City Portland, Portland State University, and others.
- Coordinated with TriMet on a \$678K federal grant extending the OpenTripPlanner (OTP) to support the integration of transit with TNCs, real-time information, enhanced accessibility for people with disabilities, with future plans for an integrated payment system, will produce replicable software and results on a world-wide scale. Metro ESG is to provide technical resources.

GIS Data Development and Maintenance

- Provided ongoing RLIS customer support
- Hired and onboarded new Senior Geospatial Developer
- Incorporated rental data from numerous sources to develop preliminary regional rental market database
- Developed an internal Census data tool to facilitate easier access to standardized regional demographic and socio-economic data
- Coordinated with TriMet for the production and release of a regional sidewalk network built on the OpenStreetMap (OSM) environment. This data will be bundled and released through Metro for use by partners and the public, and is a first step in the development of a multi-modal transportation network. Metro was able to leverage the regional aerial photos managed by ESG.

GIS Tools, Systems, Analysis & Mapping

- Provided data, mapping and analysis to the Regional Snapshots program
- Provided data, mapping and analysis in support of the Regional Transportation Plan update
- Coordinated with ODOT to combine multiple years of crash incident data to support the RTP
- Coordinated updates to Regional Trails
- Provide data, mapping and analysis in support of the Chehalem Ridge Master Plan
- Completed client technical support related to migration to Microsoft SQL database
- Provided technical support to Parks for the National Trailcounts week. ESG developed a mobile-ready web application to speed collection of the trailcount data, and to expedite manual count entries by our partners into a database. This database powers a dynamic map that sits on Metro's webpage and allows the public to explore trail usage throughout the region. 2016 Trailcount data is being compiled and will be available in the map by end of Q3.
- Provided technical support to zoo for the development of the interactive display in the new Educational Center.
- Provided technical guidance to Intertwine consultant on their development of the Daycation Application.

Major accomplishments for the next reporting period:

- Provide ongoing RLIS customer support
- Provide excellent public information and customer service at the DRC front counter
- Continue standardization and coordination of regional demographic data
- Provide data, mapping, and analysis support to the Regional Snapshots Program
- Hire and onboard temporary employee/s
- Hire and onboard Assistant GIS Specialist
- Complete Strategic Assessment of Enterprise Services
- Redefine and standardize technology standards for data-driven applications

- Complete web services for the interactive display in the new Educational Center.
- Complete annual vacant lands inventory
- Provide data, mapping and analysis support to the Land Development and Monitoring System
- Ongoing effort for regional Smart Cities effort
- Complete modernization on RLIS Discovery, data delivery mechanism

QUARTERLY REPORT

GRANT: FY 2017 PL
FY 2016 STP
FY 2017 ODOT Support
FY 2017 TriMet Support

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|---|----------------|------------------|
| TASK DESCRIPTION: | Economic, Demographic and Land Use Forecasting | BUDGET: | \$386,180 |
| | | PL | \$76,290 |
| | | STP | \$147,066 |
| | | ODOT Support | \$87,420 |
| | | TriMet Support | \$93,583 |
| | | Metro | \$16,832 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$117,853

BALANCE: \$268,327

NARRATIVE:

The socio-economic research center (SERC) is a business line within Metro's Research Center (RC). SERC provides historical and forecast estimates of economic activity, population, and land use distribution to Metro's transportation and land use planners. Historic estimates offer benchmark information to help calibrate the travel demand and land use forecast models and provide performance metrics to help planners understand current conditions. SERC provides forecasts of future economic, population, and land use conditions in various geographies ranging from regional (MSA) to transportation analysis zone (TAZ) level. Forecast periods range from 20 to 50 years into the future. Metro planners use the projections 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. The latter include performance-based growth management and urban / rural reserves studies. At times, local jurisdictions use the forecast products for their own comprehensive plan and system plan updates.

SERC regularly updates long- range economic and demographic projections in order to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Given forecast uncertainty, SERC produces "risk-ranges" that quantify the variability in baseline growth projections which in turn inform risk analysis that tests alternative growth scenarios to evaluate ranges of potential economic, demographic, and land use impacts.

Major accomplishments for this reporting period:

- Developing a DRAFT charter for a standing committee to advise and review land use modeling activities
- LDMS – ongoing – the development of residential rental price GIS data set; the update of single family residential valuations
- Developer supply processor (DSP) – executed contract with private consultant to develop the DSP; initial meetings completed to determine user expectations; data delivery of RLIS and

assessor data from Metro to consultant

- Conjoint market research – executed agreement with PSU consultant; completed task 1 which was to determine appropriate weight scheme for residential sample survey
- Software conversion of regional economic model from AREMOS to Eviews software platform
- Tier 1 re-validation of MetroScope model results

Planned major accomplishments/milestones for next reporting period:

- Acceptance of LDMS rental, price redevelopment and land absorption metrics
- Completion including validation of regional economic model after conversion of regional model to Eviews software platform
- Tier 2 re-validation of MetroScope land use model (i.e., sensitivity testing of parameter estimates and key factor inputs)
- Tier 3 re-validation of MetroScope model – contingent on available LDMS metrics to use as comparison against model results
- Preliminary estimates of residential market choice equations from the conjoint market research. From this we may begin to analyze residential sorting techniques to address self-selection bias.
- Delivery of a draft working model of the DSP

QUARTERLY REPORT

GRANT: FY 2017 PL
FY 2016 STP
FY 2017 ODOT Support
FY 2017 TriMet Support

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|----------------------------------|----------------|--------------------|
| TASK DESCRIPTION: | Model Development Program | BUDGET: | \$1,359,502 |
| | | PL | \$694,718 |
| | | STP | \$297,342 |
| | | ODOT Support | \$61,510 |
| | | TriMet Support | \$93,583 |
| | | Metro | \$212,349 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$258,699

BALANCE: \$1,100,803

NARRATIVE:

The Model Development Program includes work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. The major subject areas within this activity include travel behavior surveys, new models, model maintenance, and statewide and national professional involvement.

The activity is very important because the results from travel demand models are used extensively in the analysis of transportation policy and investment.

Major accomplishments for this reporting period:

Survey and Research

2020 Travel Behavior Survey

- A statewide committee has been formed through the Oregon Modeling Steering Committee to begin discussions regarding the next travel behavior survey in Oregon. The first meeting was held in September. At this stage, the intent is to identify those items that are important to consider before the next survey begins. Such items include administration, contractual arrangements, technical methodologies, and data analysis. In the area of data collection strategies, the committee wants to educate itself with regard to current and emerging methods. The final approach appropriate for the needs of Oregon will be identified during the RFP preparation. The first meeting of two was held during the 1st quarter.

RTP Performance Measures

- The RTP update is identifying new performance measures to quantify the effectiveness of the plan. Modeling staff is participating in that effort. Several key topical areas include equity, safety, health, and congestion.

New Models

Activity Based Model

- The consultant is finalizing the parameters for several modules. Delivery of the full model will be in the 2nd quarter. The sensitivity testing by Metro staff will follow for the remainder of FY2017. Meetings with regional modelers will parallel that work.

Trip-Based Model

- During the past year, Metro staff have been making refinements to the travel model based on material derived from the 2011 travel behavior survey. That effort will be complete during the 2nd quarter. Key areas of investigation this past quarter include the refinements of modal trip lengths, development of new approaches for school and escort trips, and skimming techniques for walk and walk to transit. Initial calibration for 2010 is underway.

Truck Model

- Key activity in this area is described in the Behavior Based Freight Model quarterly report.

Bike Routing Algorithm

- Metro staff have been monitoring the research of a routing algorithm being developed by the University of Montreal. The current status of that work indicates that the approach will not be practical for Metro. Alternate methods are under discussion at this time.

Innovative Solutions (ad hoc analysis)

- No activity.

Model Maintenance

Modeling Network Attributes

- No activity.

Travel Demand model Input Data

- No activity.

Travel Demand Model Computer Code

- Various programs have been prepared to improve the efficiency in preparing model result summaries. Various examples include time of day demand, VMT by miscellaneous characteristics by time of day, and district to district travel flows.

Statewide and National Professional Development

Oregon Modeling Steering Committee

- Staff continues service on the Committee and several subcommittees.

Transportation Research Board Committees

- Staff provides service to the TRB (membership on the Planning Applications Committee, annual paper reviews)

Planned major accomplishments/milestones for next reporting period:

Survey and Research

2020 Travel Behavior Survey

- The second meeting to address the key issues for the next travel behavior survey will be in the 2nd quarter.

RTP Performance Measures

- Modeling staff will continue to work with RTP staff to develop performance measures that address the region's needs.

New Models

Activity Based Model

- Delivery of the full model will be in the 2nd quarter. The sensitivity testing by Metro staff will follow for the remainder of FY2017. Meetings with regional modelers will parallel that work.

Trip-Based Model

- The new model will undergo full calibration and validation for the years 2010 and 2015.

Truck Model

- Key activity in this area is described in the Behavior Based Freight Model quarterly report.

Bike Routing Algorithm

- Methods for improving the bike routing algorithm will be discussed. Potential implementation of improvements would be in the 4th quarter.

Innovative Solutions (ad hoc analysis)

- As warranted.

Model Maintenance

Modeling Network Attributes

- As warranted.

Travel Demand model Input Data

- As warranted.

Travel Demand Model Computer Code

- As warranted..

Statewide and National Professional Development

Oregon Modeling Steering Committee

- Staff will continue service on the Committee and several subcommittees.

Transportation Research Board Committees

- Staff will continue service to the TRB (membership on the Planning Applications Committee)

QUARTERLY REPORT

GRANT: SHRP2 C20 IAP
Behavior-Based Freight Model STP

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|-------------------------------------|---------------------|------------------|
| TASK DESCRIPTION: | Behavior-Based Freight Model | BUDGET: | \$740,059 |
| | | SHRP2 C20 IAP | \$350,000 |
| | | STP – Freight Model | \$350,000 |
| | | Metro | 40,059 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$11,674

BALANCE: \$728,385

NARRATIVE:

This project will replace Metro's current trip-based truck model that utilizes fixed commodity flows with a truck tour model designed to reflect decisions made by shippers, receivers, truck operators, terminal managers, and others. The model will simulate movement of individual shipments throughout the supply chain, including transshipment facilities. Shipments are allocated to truck of various classes, and the movements of all freight vehicles are simulated over the course of a typical weekday. Metro's freight model will also be coordinated with the economic and commercial transport modules of the Statewide Integrated Model (SWIM2).

Metro was selected to receive one of four Freight Model Implementation Assistance grants under the federal SHRP2 C20 Freight Demand Modeling and Data Improvement Project. These funds will be used for model development. Model development and implementation will require collection of behavioral data from shippers and receivers representing a wide range of industries, common and contract freight carriers, business that operate non-freight commercial vehicles, warehouse managers, and logistics agents. The establishment surveys will gather data about industry type and size, commodities shipped and received, shipment size and frequency, and truck fleet data. Truck operators will be asked to complete diaries that provide details on all truck movements, including type and quantity of goods delivered and picked up at each stop, over a 24-hr period. Additional freight data, such as GPS truck tracking data and truck counts may also be collected. Freight data collection will be funded with \$350,000 in Surface Transportation Program (STP) funds as part of the MTIP Regional Freight Analysis and Project Development program.

Major accomplishments for this reporting period:

- Survey was completed. Recruited drivers and completed surveys fell short of targets, so Contractor has acquired supplemental truck trip data in the form of 1) trip logs from 3 participating businesses, 2) one month's local data for heavy trucks from EROAD, who provides truck data to companies for weight-mile tax compliance, and one month's local data for light and medium trucks from INRIX.
- Input data for FHWA Demonstration Model was completed. Model development still underway.

Planned major accomplishments/milestones for next reporting period:

- Demonstration model will be completed
- Survey Report will be completed.
- Memorandum for planned model update will be completed and update will be in progress.

QUARTERLY REPORT

GRANT: FY 2016 STP
FY 2017 ODOT Support
FY 2017 TriMet Support

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|-------------------------------------|----------------|-----------------|
| TASK DESCRIPTION: | Technical Assistance Program | BUDGET: | \$98,422 |
| | | STP | \$62,161 |
| | | ODOT Support | \$22,150 |
| | | TriMet Support | \$6,996 |
| | | Metro | \$7,115 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$36,146

BALANCE: \$62,276

NARRATIVE:

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses, and the general public. In addition, client agencies can use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds that is available to each regional jurisdiction for these services.

Major accomplishments during this reporting period:

Data and modeling Services (public agencies)

- Transit flow data was provided to a consultant for TriMet.
- Transit trip data and land use data was provided to a consultant to Portland Streetcar.
- A subarea network was created for Washington County.

Data and Modeling Services (private agencies)

- No activity.

Maintenance Fees for Modeling Software used by Regional Jurisdictions

- Maintenance fees were paid for ODOT, City of Portland, City of Gresham, Washington County, Clackamas County, and Multnomah County.

Planned major accomplishments/milestones for next reporting period:

Data and modeling Services (public agencies)

- Service is provided on demand.

Data and Modeling Services (private agencies)

- Service is provided on demand..

Maintenance Fees for Modeling Software used by Regional Jurisdictions

- No activity. Payment made for FY2017.

QUARTERLY REPORT

GRANT: FY 2017 PL

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|--|----------------------|-------------------------------|
| TASK DESCRIPTION: | Management & Coordination – Grants Management | BUDGET: PL | \$410,619 \$410,619 |
|-------------------|--|----------------------|-------------------------------|

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$16,114

BALANCE: \$394,505

NARRATIVE:

Grants Management and MPO Coordination provides overall ongoing department management and administration and includes Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes:

- preparation and administration of the Unified Planning Work Program (UPWP),
- procurement,
- contract administration,
- grants administration,
- internal and external reporting,
- human resource management,
- quadrennial review and annual self-certification of meeting MPO requirements,
- certifications and assurances filing to demonstrate capacity to fulfill MPO requirements,
- public participation in support of MPO activities,
- air quality modeling support for MPO programs, and
- staffing and services to meet required needs of the various standing MPO advisory committees, including:
 - Metro Council
 - Joint Policy Advisory Committee on Transportation (JPACT)
 - Metropolitan Policy Advisory Committee (MPAC)
 - Transportation Policy Alternatives Committee (TPAC)
 - Metro Technical Advisory Committee (MTAC)
 - Regional Freight Committee
 - TRANSPORT Subcommittee of TPAC
 - Ad-hoc working groups

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 programs unique to urban areas are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on MPO actions. TPAC serves as the technical body that works with Metro staff to develop policy alternatives and recommended actions for JPACT and the Metro Council.

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets three times each year and operates under its own bylaws. Metro also participates in the quarterly MPO & Transit District coordination meetings convened by ODOT, and attended by all eight MPOs, several transit districts, ODOT, FHWA and other state and federal agencies, as needed.

Major accomplishments for this reporting period:

- Organized and hosted monthly JPACT, TPAC and other coordinating meetings during the first quarter.
- Participated in the MPO/Transit District quarterly meeting in Eugene.
- Planned and conducted MPO staff meetings in July, August and September.

Major accomplishments for next reporting period:

- Participate in the quarterly MPO/Transit District meeting in Eugene.
- Participate in Oregon MPO Consortium (OMPOC) meeting in Bend.
- Coordination of ongoing MPO committee activities.
- Organize and conduct monthly MPO staff meetings.
- Begin preparation for 2016 Quadrennial Certification Review (scheduled for January)
- Initiate 2017-18 UPWP process.

QUARTERLY REPORT

GRANT: Powell/Division STP
Other Funds

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|--|---------------------|--------------------|
| TASK DESCRIPTION: | Powell/Division Transit Corridor Plan | BUDGET: | \$1,483,283 |
| | | Powell/Division STP | \$500,000 |
| | | Metro | \$85,566 |
| | | Other Funds | \$897,717 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$224,425

BALANCE: \$1,258,858

NARRATIVE:

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts for an investment strategy that defines a transit project for a Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.

The transit corridor plan will inform and help define the transit route, stop locations and connections and identify land use actions and investments to support livable communities. Outcomes of these efforts will be implemented by local jurisdictions. A transit alternatives assessment will further define the mode, route, service, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. This process provided the foundation for TriMet's successful application to enter into Project Development with the Federal Transit Administration and sets the stage for a future Small Starts funding application and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

In 2016, Metro will begin the NEPA process documenting the project impacts and benefits consistent with federal requirements. Metro will also continue to lead the outreach and analysis to lead to a recommended Locally Preferred Alternative (LPA) and the adoption of the LPA by the local jurisdictions and the Metro Council. Metro will support the design, traffic, and outreach work that TriMet will lead upon regional adoption of an LPA in 2016 and 2017 and support the partner coordination moving forward.

Milestones/deliverables for this reporting period:

- Adoption of Local Action Plan by City of Portland
- Analysis of Inner Division alignment and Willamette River bridge crossing alternatives
- Outreach on station locations and service planning concepts

Milestones/deliverables for the next reporting period:

- Final recommendation of Locally Preferred Alternative by Steering Committee
- Locally Preferred Alternative Report

QUARTERLY REPORT

GRANT: Other Funds

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|--------------------------------|----------------|--------------------|
| TASK DESCRIPTION: | Southwest Corridor Plan | BUDGET: | \$2,167,754 |
| | | Metro | \$284,622 |
| | | Other Funds | \$1,883,132 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$256,669

BALANCE: \$1,911,085

NARRATIVE:

The Southwest Corridor Plan coordinates land use and transportation planning efforts to develop a shared investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development. This corridor extends from Central City Portland south to the City of Sherwood in the vicinity of Barbur Boulevard/Highway 99W. The plan is a partnership between Metro, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham and King City.

The Refinement Phase of the Southwest Corridor Plan will be completed in June 2016, with the Steering Committee recommendation of a narrowed set of high capacity transit design options and associated roadway and active transportation projects to carry into a Draft Environmental Impact Statement (DEIS). The Environmental Review Phase of the Southwest Corridor Plan is scheduled for completion in early 2018.

Milestones/deliverables for this reporting period:

- Publication of Notice of Intent for preparation of a Draft Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) in the Federal Register, beginning public scoping period for EIS on September 2, 2016
- Release of a scoping information booklet with an overview of the environmental review period, background on the project, descriptions and maps of proposed range of light rail options and related transportation projects, possible impacts to be evaluated and how to provide input.
- Release of 9 attachments to scoping booklet with in-depth information for public and agency comment, addressing proposed EIS schedule, project background and alternatives considered, preliminary Purpose & Need, proposed range of alternatives, associated connectivity projects under consideration and potential impacts to be discussed.
- In coordination with the Federal Transit Administration (FTA), sent letters of invitation to tribes and federal, state and local agencies which may wish to participate in the environmental review process
- Held a public scoping meeting and an interagency scoping meeting for tribes and public agencies.
- Held early scoping meetings with targeted stakeholders and communities.
- Held meetings during scoping with interested stakeholders and communities.

- Released Request for Proposals (RFP) soliciting consultants to provide technical assistance for preparation of the Draft EIS.

Milestones/deliverables for the next reporting period:

- Interview, select and contract a consultant team to assist in preparation of the Draft EIS.
- Release technical information in support of staff recommendations on the detailed definition of alternatives (DDA) to be assessed in the Draft EIS.
- Release staff recommendations on what to include in the DDA, noting any additions, edits or deletions from the proposed range of alternatives for environmental review endorsed in June 2016 and presented in scoping.
- Release staff recommendations on any revisions to the preliminary project Purpose & Need.
- Release a scoping summary report.
- Negotiate and issue an agency coordination plan for the Draft EIS.
- Begin environmental reconnaissance of the study area.
- Begin negotiation of the study methodologies for the Draft EIS.
- Release a Shared Investment Strategy update explaining the status and ongoing elements of the overall Southwest Corridor Plan, particular those components not recommended for study in the Draft EIS.
- December Steering Committee decision on adopting DDA and a final version of the project Purpose & Need, thereby allowing start of the impact assessments for the Draft EIS.
- Advancement of project designs to a level adequate to undertake Draft EIS impact assessments, estimated to be approximately “10% complete.”
- Release of the DDA document and project designs to NEPA consultant team.

QUARTERLY REPORT

GRANT: FY 2014 STP

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|--|----------------|------------------|
| TASK DESCRIPTION: | Corridor Refinement and Project Development | BUDGET: | \$112,589 |
| | | STP | \$91,422 |
| | | Metro | \$10,464 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$31,424

BALANCE: \$81,165

NARRATIVE:

The Resource and Project Development Division and the 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 has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development program has focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. Project Development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

Milestones/deliverables for this reporting period:

- Land use support for Powell Division and Southwest Corridor transit corridor planning efforts.
- Support for the Regional Transit Strategy.
- Finalized memorandums of agreement with Clackamas County and Oregon City that defines shared approach to develop a Brownfields Advisory Group and administer the

- \$600K EPA brownfields assessment grant in the McLoughlin Investment Area.
- Finalized funding agreements with ODOT for the Powell Division BRT project to move through FTA Project Development.

Milestones/deliverables for the next reporting period:

- Provide support to the Regional Transit Strategy that is being developed as part of the RTP update.
- Land use support for Powell Division and Southwest Corridor transit corridor planning efforts.
- Appoint a Brownfields Advisory Group to advise the partners on awards for brownfields assessment funds in the McLoughlin Investment Area.
- Initiate technical team of local partners focused on the McLoughlin Investment Area to coordinate multiple grants and begin to define future investments.

QUARTERLY REPORT

GRANT: Economic Value Atlas STP

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|-----------------------------|----------------|------------------|
| TASK DESCRIPTION: | Economic Value Atlas | BUDGET: | \$372,615 |
| | | STP | \$325,000 |
| | | Metro | \$47,615 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$0

NARRATIVE:

The purpose of this work is to create a more robust data-based tool for estimating economic outcomes from public investments in transportation and other infrastructure investment scenarios. Metro, together with key partners and stakeholders, will develop an Economic Value Atlas (EVA) that serves as a spatial representation of existing economic and workforce conditions, opportunities for a productive and inclusive regional economy, and supply chain factors that impact the region's ability to export its products and services. The EVA will help translate stated economic goals for the region into a strategy that guides Metro's transportation (freight and passenger) and land use planning and investment decisions based on economic conditions and needs.

Milestones/deliverables for this reporting period:

- Finalized Scope of Work
- Creation of working group (EVA Task Force)
- Focus group event 1 and materials

Milestones/deliverables for the next reporting period:

- Focus group events 2 and 3 (October 2016)
- Consultant selection (October 2016)
- Market assessment of traded sector economy & goods movement in Portland-Vancouver MSA (February 2017)
- Economic Value Atlas (August 2017)
- SW Corridor Pilot Investigation Findings Report (October 2017)
- Pilot Investment Areas findings report (December 2017)
- Implementation Plan (December 2017)
- Stakeholder engagement (Ongoing)

QUARTERLY REPORT

GRANT: ITS STP

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|--|----------------|-----------------|
| TASK DESCRIPTION: | Regional ITS Communications Master Plan | BUDGET: | \$55,723 |
| | | STP | \$50,000 |
| | | Metro | \$5,723 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$19,463

BALANCE: \$36,260

NARRATIVE:

The Portland metropolitan region is considered a leader in the application of intelligent transportation system (ITS) strategies. Examples of ITS solutions include traffic control at intersections, metering vehicles at freeway on-ramps, providing real-time traveler information for transit riders, and detecting roadway incidents. These ITS solutions depend on real-time communications between field devices and traffic operations centers. As the region becomes more sophisticated in deployment of ITS solutions, there is a need to plan for the communication network to ensure that it is advanced enough to accommodate the increasing rate of data transfer in a fast, resilient, and secure environment.

This project will complete a master plan for the region's ITS communications network, looking at current and future needs, and identifying communication technologies to support these needs. The outcome of the project will be a plan that will be used by TransPort to guide infrastructure investment.

Milestones/deliverables for this reporting period:

- Third and fourth TAC meetings
- TAC Workshop

Milestones/deliverables for the next reporting period:

- Draft Regional ITS Communications Master Plan (Q2)
- Draft Regional ITS Architecture Update (Q2)

QUARTERLY REPORT

GRANT: ITS STP

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|--|----------------|-----------------|
| TASK DESCRIPTION: | Regional ITS Architectural Update | BUDGET: | \$55,723 |
| | | STP | \$50,000 |
| | | Metro | \$5,723 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$19,462

BALANCE: \$36,261

NARRATIVE:

The Federal Highway Administration defines *Intelligent Transportation Systems* as "the application of advanced sensor, computer, electronics, and communication technologies and management strategies—in an integrated manner—to improve the safety and efficiency of the surface transportation system". This definition encompasses a broad array of systems and information processing and communications technologies. The Portland metropolitan region is recognized as a national leader in the coordinated implementation of ITS technologies and management strategies.

Starting with the Transportation Equity Act for the 21st Century (TEA-21), federal transportation legislation has required that all ITS projects funded from the Highway Trust Fund be in conformance with the National ITS Architecture and officially adopted standards. With the passage of Moving Ahead for Progress in the 21st Century (MAP-21), provisions strengthen requirements to promote the use of systems engineering methods in the widespread deployment and evaluation of intelligent transportation systems. This requires that ITS projects conform to a regional ITS architecture, which is built on the National ITS Architecture but customized to the unique characteristics of a region. The bottom-line for Portland region is that to continue using federal funding for ITS investments, it must be able to demonstrate it is meeting these requirements.

A regional ITS architecture is a specific regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects. Portland's Regional ITS Architecture was originally developed in 2001 to meet the federal architecture requirements of TEA-21. It was last updated in 2006. Since that time minimal maintenance has been performed and the region has increased its scope and breadth of ITS infrastructure. Several agencies have updated their ITS plans.

This project will bring the 2006 revision of the Portland Regional ITS architecture into line with the most recent version of the National ITS Architecture including updating to Turbo Architecture 7.0, which is a software tool designed to support development of regional and project architectures based on the National ITS Architecture.

Milestones/deliverables for this reporting period:

- Third and Fourth TAC meetings
- TAC workshop

Milestones/deliverables for the next reporting period:

- Draft Regional ITS Communications Master Plan (Q2)
- Draft Regional ITS Architecture Update (Q2)
- Final Regional ITS Communications Master Plan (Q2)
- Final Regional ITS Architecture Update (Q2)

QUARTERLY REPORT

GRANT: FY 2016 STP
ICM-DPG-2013
Other Funds

FISCAL YEAR: FY 2017

AGENCY: Metro

| | | | |
|-------------------|---|----------------|------------------|
| TASK DESCRIPTION: | I-84 Multimodal Integrated Corridor Management | BUDGET: | \$264,447 |
| | | STP | \$22,295 |
| | | ICM-DPG-2013 | \$191,680 |
| | | Metro | \$9,397 |
| | | Other Funds | \$41,075 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$805

BALANCE: \$263,642

NARRATIVE:

US DOT's Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant February 24, 2015. Integrated Corridor Management (ICM) grants will help combine numerous information technologies and real-time travel information from highway, rail, transit and bike operations.

This work aligns with the Regional TSMO Plan, supporting the vision to “collaboratively and proactively manage [the region's] multimodal transportation system.” The ICM study furthers the goals and objectives of the TSMO plan including reliability for travelers and goods movement; transportation safety and security; environment and quality of life; and, providing comprehensive multimodal traveler information to people and business.

As TSMO partners strive towards real-time information for operations and travelers, this study takes strategies a step forward. ICM is described as a “system of systems” which refers to both the technology and coordination protocols between agencies. ICMs in other regions identify a multitude of scenarios including crashes, weather hazards and major events. A real-time coordinated response will help provide safe and reliable transportation options.

Travelers can use real-time information to avoid congestion and find alternate routes or transportation systems, such as transit or bike. Shippers can receive information concerning the entire network, not just one route. Such tools can help engineers make better decisions about congestion management by recommending where traffic should flow and onto which systems commuters should be shifted based on up-to-the-second data.

Milestones/deliverables for this reporting period:

- Began contract negotiations with consultant.

Milestones/deliverables for the next reporting period:

- Finalize contract with consultant.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18280

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: City of Sherwood

| | | | |
|----------|----------------------------------|----------|-----------|
| PROJECT: | Cedar Creek – Tonquin Trail plan | Federal: | \$419,039 |
| | | Local: | \$47,961 |
| | | Total: | \$467,000 |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$127,125

BALANCE: \$339,875

Description

Program/Project Summary:

The project involves the planning and project development of the Cedar Creek/Tonquin Trail from SW Roy Rogers Road to Highway 99W in Sherwood. This planning effort is being conducted in parallel to project development and preliminary engineering of this trail from Highway 99W to SW Murdock Road where project alignment and development issues are better defined and prepared to enter preliminary engineering.

The planning work will develop a preferred location for the trail, preliminary cost estimates, environmental considerations and impacts, identification of needed right-of-way, and identification and engagement with stakeholders.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 – September 30, 2016):

During the first quarter of FY 2016-2017, the consultants will develop the design to 30%, with the deliverable expected by the end of the Second quarter of FY 2016-2017.

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2016 – December 31, 2016):

We will prepare project prospectus-to 30% design (2nd Quarter FY 2016-17).

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: City of Wilsonville

| | | |
|----------|----------------------------|----------------------|
| PROJECT: | French Prairie Bridge Plan | Federal: \$1,250,000 |
| | | Local: \$143,068 |
| | | Total: \$1,393,068 |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$10,556

BALANCE: \$1,382,687

Description

Program/Project Summary:

The project involves the planning and project development of the French Prairie Bridge, which will be a multi-modal bridge crossing the Willamette River. The bridge will cross the Willamette River west of Interstate-five and east of the Portland and Western railroad bridge near the Boones Ferry crossing.

The planning work will develop a feasibility report, identify the stakeholder group, and initiate public outreach efforts. The feasibility report will include an alternatives analysis and preferred location for the bridge, preliminary cost estimates, environmental considerations and impacts, identification of needed right-of-way, identification of stakeholders, and identification of funding alternatives.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 - September 30, 2016):

ODOT has executed contract with consultant and issued notice to proceed. Project kickoff meeting was held on August 22nd. Project stakeholder interviewees have been determined and interviews are currently underway. Draft Public Involvement Plan, Branding and Messaging Plan, Website Strategy have been submitted and reviewed. Also, a draft Land Use Reconnaissance Report has been submitted and reviewed.

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2016 -December 31, 2016):

Establish Technical Advisory Committee and project Task Force members. Finalize Public Involvement Plan, Branding and Messaging Plan. Develop and utilize project website. Hold first TAC and Task Force meeting. Finish preliminary research memo for geotechnical, traffic, bike and ped access, and hydraulics. Complete preliminary environmental analysis. Establish bridge evaluation criteria. Develop preliminary bridge alignment and location alternatives.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

DOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: Metro & City of Hillsboro

| | | | |
|----------|------------------------------------|----------|-----------|
| PROJECT: | Oak and Baseline: S 1st to SE 10th | Federal: | \$500,000 |
| | | Local: | \$57,227 |
| | | Total: | \$557,227 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$557,227

Description

Program/Project Summary:

The Oak/Baseline study will evaluate design alternatives, including a reduction in vehicle travel lanes, and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in downtown Hillsboro.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 – September 30, 2016):

Hillsboro, Metro and ODOT staff had a kick off meeting on May 4, 2016. Project scope and schedule are being refined for the project.

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2016 – December 31, 2016):

Preparing to execute an IGA by October 2017.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17466

METRO IGA: TBD

FISCAL YEAR: FY 2016-17

AGENCIES: Metro & ODOT

| | | | |
|----------|--|----------|-----------|
| PROJECT: | Lake Oswego to Portland Master Plan: Central Section | Federal: | \$100,000 |
| | | Local: | \$15,000 |
| | | Total: | \$115,000 |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$115,000

Description

Program/Project Summary:

The original study described in UPWP will be altered. A new scope of work and limited geographic area will also be studied.

The purpose of the Project will be planning work, environmental study, field work, preliminary design, alignment recommendations and cost estimates for the "Lake Oswego to Portland" north-south trail within Clackamas County and possibly Multnomah County. This connection is outlined in the "Lake Oswego to Portland Trail Plan" completed in 2010 by Metro and partners. The focus of this study will be to look at the proposed trail connections in the southern area, including connections between Foothills Park, Tryon Cove, Tryon Creek State Natural Area, Fielding Road and Elk Rock Tunnel. The plan will be coordinated with ODOT's Hwy. 43 Culvert Replacement Project.

The Trail Study results shall not preclude future transit and/or streetcar options in this corridor. The ultimate goal is to have a transit and trail projects built. Any interim trail shall not diminish transit or rail options in the Willamette Shore Line Corridor. The existing vintage trolley service will be maintained.

Objectives:

- Identify, analyze and recommend the most appropriate trail alignment between Lake Oswego and Elk Rock Tunnel.
- Identify trail routes to connect to Tryon Creek State Natural Area and along Tryon Creek to the Willamette River, as well as a future trail bridge over Tryon Creek to Foothills Park and Trail.
- Identify trail alignment and connections that do not preclude future transit and/or streetcar options in this corridor and maintain existing vintage trolley service.
- Coordinate with other partners/agencies on future trail connection from Elk Rock Tunnel (south portal) to new Sellwood Bridge. This will be done in a future study or will rely on past plans conducted by Metro and its partners. Past plans will be updated as necessary.
- Define constructability issues with preferred alignments.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

- Produce design documents identifying the trail alignment, in sufficient detail to satisfy the needs of jurisdictional partners.
- Complete final technical memo

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 – September 30, 2016):

Completed mini-RFP with ODOT Region 1 procurement staff. Proposals are due Oct. 10, 2016.

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2016 – December 31, 2016):

Review proposals, possibly interview finalists and hire a firm to work with Metro on the project.
Establish a project advisory committee of state and local planners, and trail organizations.
Begin planning study. Estimated to take calendar year to complete by December 31, 2017.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19299

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: City of Portland

| | | | |
|----------|---|----------|-----------|
| PROJECT: | Central City Multimodal Safety and Access Project | Federal: | \$852,000 |
| | | Local: | \$97,519 |
| | | Total: | \$949,515 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$949,515

Description

Program/Project Summary:

This project will plan for and address safety and access issues resulting from competing demands on transportation infrastructure in Portland's Central City. The primary outcome of the project's planning and Development phase will be a document that identifies a multi-modal transportation network which improves safe access and eliminates barriers. With a network plan completed, the final step in the Planning and Development Phase of the project will be to identify and strategically fund priority investments in active transportation. Engineering and construction will follow in a succeeding phases of the project

The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new Tilikum ped/bike/transit bridge and in general serving the South Waterfront. In conjunction with the new bridge, development of this trail segment is expected to yield significant increases in bicycle and pedestrian traffic volumes accessing downtown.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 – September 30, 2016):

- IGA with ODOT for Planning and Development Phase approved and executed by both parties
- Received Notice to Proceed on 9/28/2016
- Drafted RFP for consultant services and submitted to ODOT for review
- Presentations to the Freight Advisory Committee, Portland City Council, the Bike Advisory Committee and various stakeholders
- Launched project website (<https://www.portlandoregon.gov/transportation/71158>) early input online survey which has garnered over 3,300 responses

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

**Planned major accomplishments, milestones or deliverables for the next reporting period
(October 1, 2016 – December 31, 2016):**

- Summarize and analyze early input
- Issue RFP for consultant services
- Select consultant team and begin negotiations for consultant services

| MULTNOMAH | | | | | | | | | |
|---|----------------|---|----------------|---------------------------------|------------------|------------------------|--------------------------|-------------------|--|
| Name: PORTLAND CENTRAL CITY SAFETY PROJECT - PHASE 2 | | | | | | | | Key: 19299 | |
| | | | | | | | | Region: 1 | |
| Highway: | | ACT: | | REGION 1 ACT | | | | | |
| Route: | | MPO: | | Portland Metro MPO | | | | | |
| Mile points: | | Applicant: | | CITY OF PORTLAND | | | | | |
| Length: | | Status: | | Construction Scheduled to Begin | | | | | |
| Description: | | Develop a strategy that identifies multimodal safety projects and prioritizes investments | | | | Work Type: CMAQ | | | |
| Approved STIP Amounts | | | | | | | | | |
| | Planning | Preliminary Engineering | Right of Way | Utility Relocation | Construction | Other | Total STIP Amount | | |
| Phase Total: | \$949,515 | \$722,167 | \$111,445 | | \$4,346,372 | | \$6,129,499 | | |
| Current Project Estimate | | | | | | | | | |
| | Planning | Preliminary Engineering | Right of Way | Utility Relocation | Construction | Other | Project Total | | |
| Year: | 2016 | 2017 | 2017 | | 2018 | | | | |
| Phase Total: | \$949,515 | \$722,167 | \$111,445 | | \$4,346,372 | | \$6,129,499 | | |
| First Fund: | CMAQ \$852,000 | CMAQ \$648,000 | CMAQ \$100,000 | | CMAQ \$3,900,000 | | | | |
| Match: | \$97,515 | \$74,167 | \$11,445 | | \$446,372 | | | | |
| Amendment No: 19299-01 Approval Date: 11/17/2015 | | | | | | | | | |
| Requested Action: Increase PL to \$949,515 by moving \$670,901 from PE. Slip PE to 2017. | | | | | | | | AMENDED | |

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18024

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: City of Portland (lead)

| | | | |
|----------|--|----------|-----------|
| PROJECT: | Regional Over-dimensional truck route plan | Federal: | \$125,000 |
| | | Local: | \$14,767 |
| | | Total: | \$139,767 |

PERIOD COVERED: July 1, 2016 – September 30, 2016

EXPENDED TO DATE: \$89,867

BALANCE: \$49,900

Description

Program/Project Summary:

The purpose of this study is to provide local jurisdictions with a comprehensive assessment of over-dimensional truck movements in order to more effectively plan for their safe and efficient routing within and through the Metro region. This project will identify and map the most commonly used and the preferred routes for the safe movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region. Physical and operational constraints and missing gaps in the over-dimensional network will be defined and recommended transportation improvements and planning-level cost estimates to remove identified constraints will be developed. An inventory and assessment of current transportation policies and regulations and over-dimensional permitting practices will be conducted to identify potential policy changes and permitting efficiency improvements. The goal is to develop a seamless over-dimensional vehicle route system that transcends jurisdictional boundaries and to provide policy guidance for accommodating over-dimensional vehicles in state, regional and local transportation system plans and street design guidelines.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 –September 30, 2016):

- Task 4.0 - Held joint Project Management Team #4 and Stakeholder Advisory Committee #3 meeting on July 14, 2016.
- Task 4.0 - Completed System Constraints, Gaps and Project Needs Tech Memo.
- Task 5.0 – Held Project Management Team #5 meeting.
- Task 5.2 – Completed draft Transportation System Improvements and Alternatives Analysis Tech Memo
- Task 5.3 – Completed draft Project Screening and Refinement Analysis.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2016 – December 31, 2016):

- Task 5.0 – Complete Develop and Evaluate Transportation System Improvements and Alternatives Tech Memo.
- Task 6.0 – Complete Identify and Recommend Improvements and Cost Estimates.
- Task 7.0 – Complete Final Report

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19359

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: Washington County

| | | | |
|----------|---|----------|-----------|
| PROJECT: | Washington County Pedestrian Arterial Crossings | Federal: | \$636,000 |
| | | Local: | \$72,793 |
| | | Total: | \$708,793 |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$50

BALANCE: \$708,743

Description

Program/Project Summary:

The project involves the planning development work for seven arterial road segments for creation of new designated arterial crossings and enhancements of existing crossings. Exact improvements and locations will be based on audits of individual roadway segments which include considerations of land use, potential demand, types of users and existing roadway geometry.

Planning Phase deliverables include the following: preferred crossing locations; the appropriate type of crossing, signalization, environmental and Right-of-Way issues identified; the engineering costs for construction. Based on remaining funds from the above work, County may request funds to be advanced to PE Phase for design development of location(s) to be selected.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 – September 30, 2016):

- County and ODOT staff developed design consultant Statement of Work (SOW) and ODOT Request for Proposal (RFP) for statewide solicitation.
- ODOT started RFP advertisement on 9/14/16. Anticipated ad closing date 10/12/16.
- Responded to initial consultant questions thru ODOT.

Michele Thom (ODOT) authorized County staff Notice to Proceed on 9/15/16. Staff subsequently started steps to develop preliminary list of crossing sites to be provided to consultant after their selection and contract award. Initial staff expenditure for above work is estimated at \$1000, but given no related internal timesheets have been submitted, thus amount is not yet included in the Expended To Date information for this reporting period.

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2016 - December 31, 2016):

- ODOT completion of RFP solicitation/advertisement
- Initial County staff work on pre-RFP advance list site selections

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

- County staff evaluation of RFP submissions, consultant selection, ODOT contract execution with selected consultant
- If timeline holds, ODOT execution of consultant SOW contract is anticipated for end of December 2016 with project kickoff meeting with staff and consultant in early January 2017.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: City of Portland

| | | | |
|----------|---|----------|------------|
| PROJECT: | Southwest in Motion (SWIM) Active Transportation Strategy | Federal: | \$272,0000 |
| | | Local: | \$31,132 |
| | | Total: | \$303,132 |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$303,132

Description

Program/Project Summary:

The project involves community engagement and development of an active transportation plan for Southwest Portland. The outcome of the project will be an implementation plan that identifies bicycle and pedestrian network needs, develops criteria to evaluate and identify priorities for active transportation projects over a five year timeframe, and develops education activities tied directly to the new infrastructure projects to promote their use.

The planning work will prepare an analysis of existing conditions for pedestrian, bicycles and transit access; identify potential funding sources for capital improvement projects; and identify existing education program opportunities that can be coordinated with capital project implementation to promote their use. Input will be solicited from the public to identify popular routes, perceived barriers and desired improvements and from a Stakeholder Working Group (SWG) to provide feedback on the major work products and to help prioritize projects.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 – September 30, 2016):

Project received a notice to proceed from ODOT and FHWA effective August 18, 2016.
(Note: IGA was signed by ODOT in April 2016, which was not noted in prior report, because that was not known at the time of filing.)

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2016 – December 31, 2016):

Hold project kick-off meeting, make any necessary adjustments to scope of work.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: City of Gladstone

| | | | |
|----------|---|----------|-----------|
| PROJECT: | Feasibility Study to Replace Trolley Trail Bridge | Federal: | \$201,892 |
| | | Local: | \$23,107 |
| | | Total: | \$224,999 |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$224,999

Description

Program/Project Summary: Trolley Trail Bridge Replacement Feasibility Study:

Gladstone was slated to begin a feasibility study for the rehabilitation of the Inter-urban rail bridge for reuse as multi-use trail bridge as a missing link in the Trolley Trail. The bridge collapsed and stakeholder agencies have now agreed to re-purpose the funds to study the replacement of a bridge structure in this location instead.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 – September 30, 2016):

Clackamas County has tentatively agreed to become lead agency for the project and implement the study. A Final agreement is pending between Clackamas County and ODOT. Upon completion of the agreement, ODOT and Clackamas County will develop and refine the final project scope of work and initiate development of the IGA.

Staff update in place of agencies update (October 1, 2016 - December 31, 2016):

- Refine and agree upon final study scope elements,
- Initiate development and completion of the IGA enabling STP fund obligation to occur and NTP to be received.
- Complete required MTIP/STIP amendment with Metro and ODOT to change lead agency and modify detailed project description to reflect the study now with a replacement focus rather than rehabilitation emphasis.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18006

METRO IGA: 30391 (ODOT)

FISCAL YEAR: FY 2016-17

AGENCIES: Portland State University

| | |
|---|--------------------|
| PROJECT: Transportation Electrification Public Education & Outreach Support | Federal: \$200,000 |
| | Local: \$22,890 |
| | Total: \$222,890 |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$28,599

BALANCE: \$194,291

Project Contact:

Name: John

MacArthur Title:

Research Associate

Email address: jhmacart@pdx.edu

Description

Program/Project Summary

The Market Research & Public Readiness Campaign for Transportation Electrification for the Portland Metro region will conduct market research to determine public's concerns and knowledge of transportation electrification, form public-private partnership to educate the public on the opportunities and benefits of transportation electrification, and to stimulate adoption of PEVs.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 - September 30, 2016):

- Analyzing DMV data for the number of EVs in Oregon. Developing a method to conduct this activity twice a year.
- Drafted survey questions for the statewide survey. Continued planning for the statewide survey, including gathering DMV EV/hybrid owner contacts, planned procedure for survey and developed human subject's protocol.
- Co-chaired an Energize Oregon Coalition Outreach conference call in September 2016. These call will take place quarterly.
- EVRoadmap 9 took place in July 2016. Supported activities and moderated a session at event.
- Had calls with the Energize Oregon Coalition Outreach leadership to plan out the rest to the year's activities.
- Transferred all evroadmap domains to Drive Oregon. Worked with Drive Oregon to consolidate web presences for Energize Oregon Coalition.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):

- Hire new students to work aspects of the workplan.
- Launch statewide survey in November.
- Revise the workplan for the project with the Energize Oregon Coalition Outreach committee to ensure the efforts of the project align with evolving activities in the state. Planned meeting for the end of October.
- Plan next Energize Oregon Coalition Outreach conference call for December 2016.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: Tualatin Hills Parks & Recreation District

| | | | |
|----------|--|----------|------------|
| PROJECT: | Beaverton Creek Trail SW Hocken to WST | Federal: | \$800,000 |
| | | Local: | \$91,564 |
| | | Total: | \$891,564M |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$891,564

Description

Program/Project Summary:

The project will design a 1.5-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton.

ODOT, Metro and THPRD have determined to switch from a PE project to a Planning project initially. The planning work will include an alternatives/feasibility analysis and preferred location for the trail, preliminary cost estimates, environmental studies and potential impacts/mitigation and a prospectus that will lead to the PE phase.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2016 - September 30, 2016):

A final IGA has been executed by THPRD and ODOT. ODOT is in the process of programming funds with FHWA and THPRD is in the process of depositing their share of the costs to ODOT. THPRD Land Specialist has pulled title reports for the adjacent property owners and is in the process of reviewing those documents.

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2016 – December 31, 2016):

Once the reports have been reviewed and potential issues/concerns noted, THPRD will contact the adjacent property owners to gauge their support for the project and willingness to work with THPRD in providing easements, donations or acquisition of property in order to establish a preferred trail alignment. THPRD will provide ODOT and Metro with a summary of who was contacted and their initial reactions to the proposed trail alignment.

ODOT is working on finalizing the scope of work to incorporate into the RFP planned to be distributed by the end of 2016.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19786

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: ODOT

| | | | |
|----------|----------------------------|----------|-------------|
| PROJECT: | I-205 Stafford Rd to OR99E | Federal: | \$2,305,500 |
| | | Local: | \$194,500 |
| | | Total: | 2,500,000 |

PERIOD COVERED: July 1, 2016 - September 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$2,305,500

Description:

Program/Project Summary (UPWP Description or short summary detailing your program/project status):

The project will complete required planning and project development activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic.

Summary Status

Milestones/deliverables for this reporting period (April 1, 2016 – June 30, 2016):

- Metro approval for the formal amendment to add the project to the MTIP/STIP occurred on June 23, 2016 via Resolution 16-4705.
- OTC funding approval was March 17, 2016.
- Project in approved MTIP/STIP via amendment # 15-18-1112 with approval by FHWA as of July 6, 2016.

Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):

- Complete the National Highway Freight Program fund obligation and implement project development activities.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

| CLACKAMAS | | | | | | | |
|---|-------------|--------------------------------|--------------|--------------------|--------------|-------------------|--------------------------|
| Name: I-205:STAFFORD RD - OR99E | | | | | | Key: 19786 | |
| | | | | | | Region: 1 | |
| Highway: EAST PORTLAND FREEWAY | | ACT: REGION 1 ACT | | | | | |
| Route: I-205 | | MPO: Portland Metro MPO | | | | | |
| Mile points: 3.30 to 9.30 | | Applicant: ODOT | | | | | |
| Length: 6.00 | | Status: Planning | | | | | |
| Description: Planning activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic. | | Work Type: MODERN | | | | | |
| Approved STIP Amounts | | | | | | | |
| | Planning | Preliminary Engineering | Right of Way | Utility Relocation | Construction | Other | Total STIP Amount |
| Phase Total: | \$2,500,000 | | | | | | \$2,500,000 |
| Current Project Estimate | | | | | | | |
| | Planning | Preliminary Engineering | Right of Way | Utility Relocation | Construction | Other | Project Total |
| Year: | 2016 | | | | | | |
| Phase Total: | \$2,500,000 | | | | | | \$2,500,000 |
| First Fund: NAT HWY FREIGHT PRGM | \$2,305,500 | | | | | | |
| Match: | \$194,500 | | | | | | |
| Amendment No: 15-18-1112 Approval Date: 06/24/2016 | | | | | | | |
| Requested Action: Add a new Planning with FAST Act freight formula funds of \$2.5M | | | | | | AMENDED | |
| Footnote: Approved by OTC 03-17-16 | | | | | | | |