

MAKING A
GREAT
PLACE



FY 2016-17 UPWP Quarterly Reporting

2nd Quarter

October 31, 2016 - December 31, 2016

January 31, 2017

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$866,708

BALANCE: \$829,936

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:

- 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 amending the 2014 RTP to reflect the Division Street Bus Rapid Transit locally preferred alternative.
- 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 December 2 Regional Leadership Forum to discuss the region's investment priorities and funding needs.
- Prepared materials summarizing existing RTP project list and requested RTP project sponsor review of existing project list to identify completed and committed projects.
- Continued to identify individual freight modal challenges affecting freight trucks, rail, air, marine and river travel and needs. See other milestones with "Regional Freight Program" quarterly report.
- 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 refined safety project definition and 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 refinement and documentation of system-level performance measures to be used to evaluate the RTP investment packages in 2017. Recommended new measures address social equity, accessibility, safety, and public health.
- Continued development of the regional transit vision. See other milestones with "Regional Transit Strategy" quarterly report.

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 for consideration by JPACT and the Metro Council.
- Summary report of Dec. 2 Regional Leadership Forum.
- Draft RTP financially constrained revenue forecast.
- Draft Existing Conditions Chapter for 2018 RTP.
- RTP amendment to reflect Division Bus Rapid Transit locally preferred alternative.
- Participation in separate MAP-21 rulemaking related meetings and webinars hosted by the Federal Transit Administration, Federal Highway Administration and the Oregon Department of Transportation.

QUARTERLY REPORT

GRANT: FY 2016 STP
FY 2014 STP

FISCAL YEAR: FY 2016 AGENCY: Metro

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

PERIOD COVERED: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$27,436

BALANCE: \$53,080

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:

- Finalized transit related performance measures to support the 2018 RTP Update
- Continued to work on the regional transit vision
- Received Notice to Proceed from ODOT for consultant to support the development of the System Expansion Policy
- Initiated kick off meeting for the System Expansion Policy work
- 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
- Develop policy and criteria for readiness as part of 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 2016 PL
FY 2015 STP
FY 2013 STP
FY 2016 Section 5303
FY 2014 Section 5303

FISCAL YEAR: FY 2017 AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Transportation Improvement Program	BUDGET:	\$1,020,001
		PL	\$265,300
		STP	\$272,687
		Section 5303	\$335,161
		Metro	\$146,853

PERIOD COVERED: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$490,760

BALANCE: \$529,241

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 17 administrative during this period.
The need for project amendments primarily included:
 - o Phase slips from 2016 to 2017. 64% of submitted amendments included phase year slips.
 - o Project/phase cost increases. 47% of submitted amendments included cost increases to projects phases to enable subsequent phase obligations to occur.
- Began assessing the impact of the newly released STIP Amendment Matrix upon MTIP amendment policies.
- Assessed the Metro Public Engagement Plan to determine a necessary tweak to include public notification and comment opportunities to cover Formal amendments and major Administrative amendments. Updated Metro webpage and began posting required amendments for public notification and comment opportunity.
- Continued to discuss and evaluate revised amendment submission procedures with ODOT Region 1 to utilize the Project Change Request (PCR) form and/or the Change Management Request (CMR) form as the basis to submit and review MTIP amendment requests.
- Initiated a project readiness evaluation of proposed new RFFA funded projects to evaluate their status complete MTIP programming and initiate the required IGA.
- 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 development of the 2018-21 MTIP Update with necessary policy and procedure revisions to MTIP chapters 5 and 6.
- Develop MTIP responsibilities framework, processes, and management requirements as part of the upcoming MPO quadrennial recertification process.
- Accept project submissions and complete required programming plus technical analysis of projects to be included in the 2018-21 MTIP.

Amendment Activity

The following FFY15-18 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period October 1, 2016 through December 31, 2016:

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1206	19188	Metro Central Transfer Station: CNG Fueling	70815	Administrative		Metro	Matt Tracy	Amend K19188 Metro Central Transfer Station: CNG Fueling to increase the total project to \$1,853,547 by adding \$351,000 federal from CMAQ Reserves and \$234,047 local and slip the OT phase to 2017.
1207	18026	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.	70480	Administrative		Sherwood	Larry Underhill	Amend K18026 Cedar Creek/Tonquin Trail: OR99W - Murdock Rd to slip RW to 2017 and CN to 2018.
1208	18306	East Metro Connections ITS	70609	Administrative		Gresham	Vaughan Rademeyer	Amend K18306 East Metro Connections ITS to slip CN to 2017.
1209	16986	Division Street Corridor Improvements (Gresham)	70542	Administrative		Gresham	Vaughan Rademeyer	Amend K16986 Division St Complete Street (Gresham) to slip RW to 2017.
1210	19297	East Portland Access to Employment and Education	70675	Administrative		Portland	Vaughan Rademeyer	Amend K19297 East Portland Access to Employment and Education to slip PE to 2017.
1211	13502	NE Columbia Blvd at MLK Jr. Blvd	70110	Administrative		Portland	Vaughan Rademeyer	Slip CN to 2017.
1212	18019	Arata Rd - 223rd - 238th (Fairview/Wood Village)	70484	Administrative		Multnomah County	Vaughan Rademeyer	Slip CN to 2017 and correct CN current estimate.
1213	14438	Stark St Beaver Creek Culvert	70096	Administrative		Multnomah County	Vaughan Rademeyer	Slip CN to 2017.
1214	19279	Sandy Blvd: NE 181st Avenue to East Gresham City Limit	70684	Administrative		Washington County	Vaughan Rademeyer	Amend K19279 Sandy Blvd: NE 181st Ave to East Gresham City Limit to slip RW to 2017 and CN to 2018.
1215	19466	NW Brookwood Pkwy: NW Meek Rd - NW Shute Rd	70813	Administrative		Washington County	Vaughan Rademeyer	Amend K19466 NW Brookwood Pkwy: NW Meek Rd - NW Shute Rd to increase the total JTA funding allocation to \$11M by adding \$2M from US26: Glencoe Rd (K12885) per SB270 and CMR-01.
1216	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	70778	Administrative		Port of Portland	Vaughan Rademeyer	Amend K18837 NE Columbia Blvd: Cully Blvd & Alderwood Rd to reduce total funding to \$5,058,349 by splitting \$469,185 to Region reserves. Slip PE to 2017.
1217	18006	Vehicle Electrification	70489	Administrative		Metro	Vaughan Rademeyer	Amend K18006 Vehicle Electrification Project to slip OT to 2017.
1218	18305	Sunnyside Rd Adaptive Signal System	70645	Administrative		Clackamas County	Mahasti Hastings	Amend K18305 Sunnyside Rd Adaptive Signal System to increase PE to \$253,546 by moving funds from CN and add \$21,321 Clackamas County funds to CN to meet current estimate of \$754,000. Slip CN to 2017.
1219	19204	I-205 Pacific Hwy - Abernathy Bridge	70800	Administrative		ODOT	Vaughan Rademeyer	Increase construction with \$150,000 from IM \$250,000 Statewide and \$50,000 Region 1 reserves. Add a RW phase with \$5,000 from R1 reserves as approved by CMR-03.
1220	18835	I-5: NB Lower Boones Ferry Exit Ramp	70776	Administrative		ODOT	Vaughan Rademeyer	Amend K18836 to combine K18835 into this project. Change the project name to I-5:SB Lower Boones Ferry Ramps and SB Aux Lane and advance CN to 2017.
1221	18836	I-5: Lower Boones Ferry Ramps and SB Aux Lane to I-205	70777	Administrative		ODOT	Vaughan Rademeyer	Amend K18836 to combine K18835 into this project. Change the project name to I-5:SB Lower Boones Ferry Ramps and SB Aux Lane and advance CN to 2017.
1222	18841	OR217: OR10 - 99W SB Auxiliary Lane	70782	Administrative		Washington County	Vaughan Rademeyer	Amend K18841 OR217: OR8 - OR99W Aux Lane to increase the total project to \$4,002,832 by adding Local Agency funds and reducing the MTEP funds to \$3,392,705 (federal) to match the draft IGA.

Notes:

1. Requested Actions phase abbreviations:
 - a. 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).
 - b. CN =Construction phase. Example: "Add CN to Key 19149 & increase ..." means adding the Construction phase to project through the amendment.
 - c. 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).
 - d. ROW or R/W = Right-of-Way phase.
 - e. 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.
 - f. 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.
2. Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.
 - a. Administrative changes are minor and have no impact to conformity or financial constraint.
 - b. 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.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$3,386

BALANCE: \$24,948

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 a project potentially triggering a new air quality conformity determination or an adjustment to the approach for the 2018-2021 MTIP air quality conformity determination. Received concurrence on staff assessment. (November 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)
- Conduct project review of 2018-2021 MTIP projects to ensure consistency with the approach for the 2018-2021 MTIP air quality conformity determination. (Spring 2017)
- 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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$54,057

BALANCE: \$84,159

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 FY17-18 Q1 (corrected to 17-18 from 16-17, not delayed).
- 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.
- Held 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; specifically invited and included community leaders representing communities of color and people with low income.
- Conducted 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.
- For the Southwest Corridor Plan, began developing engagement plan – including focus on engaging communities of color, people with low income and people with limited English proficiency – through the light rail DEIS process to understand and report potential effects on communities.
- 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 radio interviews on LPA decisions that have been made about the transit route and 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.
- For the Southwest Corridor Plan, continue developing engagement plan and begin implementation – including focus on engaging communities of color, people with low income and people with limited English proficiency – through the light rail DEIS process to understand and report potential effects on communities.
- 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). Support TriMet to develop new project website with materials translated into five languages identified under Safe Harbor Provisions.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$78,927

BALANCE: \$402,950

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:

- Consultant selected
- Scope of work revised
- Website and timeline updated
- Coordination with ODOT on urban design guidelines project
- Scoping regional workshops and forums
- Internal interviews and presentations

Major accomplishments for the next reporting period:

- Project kick-off meeting

QUARTERLY REPORT

FISCAL YEAR: FY 2017

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: October 1, 2016 – December 31, 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 in preparation for NEPA (under a Categorical Exclusion project managed by TriMet). Prepare public involvement strategy for NEPA phase to begin in 2017.
- Continued stakeholder and public outreach to begin DEIS and establish Citizens Advisory Committee that will serve for the next 18 months.
- Held 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.
- Conducted 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 included a question to inform Regional Transportation Plan investment priorities.

Major accomplishments for the next reporting period:

- Confirm interested persons list continued interest in Division Transit Project (from the Powell-Division corridor study) to transition interested persons list to TriMet as lead for design and engineering. Conduct outreach to support public comment period amending the Regional Transportation Plan to include the Powell Division LPA.
- Continue stakeholder and public outreach to begin DEIS and convene Citizens Advisory Committee that will serve for the next 18 months.
- Conduct public hearing on regional flexible funds project allocation (a component of the Metropolitan Transportation Improvement Program), leading to the final decision on these funds
- Conduct online engagement opportunity to inform Regional Transportation Plan priorities ahead of and to further inform project solicitation in FY16-17 Q4.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$25,341

BALANCE: \$89,345

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. During this quarter, project meetings were held and DKS drafted data structures for SPAT and MAP data; and, drafting requirements for upgrading TTIP.*
 - *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 Sept. 14, Oct. 12 and Nov. 9 (December meeting was canceled).*

- *September meeting was a Communications Workshop for all regional stakeholders.*
- *October meeting began with a demonstration and overview of BIKETOWN, the bikesharing system. PSU Professor and Research Miguel Figliozzi presented arterial travel time reliability measures derived from bus movements. The meeting also included discussion of the ITS Architecture and Communication Master Plan draft documents.*
- *November meeting included discussion of the ITS Architecture and Communication Master Plan draft documents. TriMet and DKS also shared the Regional Transit Signal Priority concept.*
- *Portal TAC met Dec. 13. PSU presented updates to the Regional Travel Time pages and began discussing the next year's scope of work. <http://portal.its.pdx.edu/home> Metro staff and Portal stakeholders also attended a meeting at PSU Dec. 5 for the Bike/Ped data to discuss how to share and display national and regional data.*
- *Staff attended the Cooperative Telecommunications Infrastructure Committee November 16 at the City of Beaverton. Stakeholders reviewed the draft Communications Master Plan and submitted comments.*
- *ITS NMT did not meet this quarter.*
- 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)
 - *Metro and PBOT met Oct. 27 to discuss the project. PBOT arranged a meeting for the Central Signal System User Group. Stakeholders met again Nov. 9 at ODOT Region 1 to discuss the project further with ODOT LALs.*
- 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)
 - *No updates this quarter.*

Major accomplishments for the next reporting period:

- *Additional TSMO '16-'18 projects will be amended into the MTIP/STIP.*
- *PSU will scope the work plan to make enhancements to Portal in 2017, gathering input from stakeholders and presenting to TransPort.*
- *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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$610,055

BALANCE: \$1,645,316

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 conducted an online survey to evaluate the pedestrian safety campaign initiated by Oregon Department of Transportation. The survey had 130 responses.
- The evaluation phase of an individualized marketing project in Milwaukie/Clackamas County concluded with a final report presented in November to the Collaborative Marketing Group. A final report presentation will be given to Milwaukie City Council in February.
- 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.
- Metro began engaging partners to begin a research project on how best to communicate to communities of color about travel options.

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

- <http://www.oregonmetro.gov/news/down-line-tracking-change-milwaukie-after-max>
- <http://www.oregonmetro.gov/news/beyond-orange-6-more-wins-getting-around-milwaukie>
- <http://www.oregonmetro.gov/news/getting-around-getting-easier-school-and-transit-programs-among-metro-travel-options-grantees>

Next Quarter:

- Begin work for research project on transportation and behavioral change messaging for Communities of Color.
- Continue to update regional transportation photography asset library.
- Work with partners for 2017-2019 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:
- Tigard Safe Routes to School event and materials
- Go Lloyd “Lloyd Links” brochures
- Oregon Active Transportation Summit
- Oregon Walks “WalkTober”
- Transportation Options Group of Oregon Behavioral Change workshop with Dr. Doug McKenzie Mohr
- Wilsonville SMART city-side walking map

Next Quarter: Continue to offer 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 896 new users between October 1 and December 31, 2016. The Regional Network totals 17,452 registrants, with 4,255 active. Total savings this quarter were \$16,952; 2,411 gallons of gas; and, 44,477 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 has since been updated to address the calendaring issue and the mapping issue.
- Discussion continues for the 2017 challenge 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 little to no increase in the use of vanpools outside of the region for this quarter
- Drive Less Connect requests for the 2nd quarter numbered 36 support calls and emails for the third quarter. Calls included user and administrator support. These numbers have decreased slightly this winter with support time dedicated to more user issues. There were no new networks or administrators added to Drive Less Connect this quarter. Training continues as needed for new network administrators. RTO staff will continue to attend Oregon Drive Less Connect meetings.

Next Quarter:

- 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)

- Metro RTO 2013-2016 Program Evaluation process began. A temporary employee came on to assist in gathering program information and preparing project data for the consultant (to be selected during the next quarter). The 2013-2016 evaluation will take a different shape than previous years, so a survey was sent out to RTO partners to gain their feedback on the upcoming format. The feedback was reviewed and added to the RFP for consideration by potential consultants.
- Collaboration between TriMet, Metro and DEQ occurred during the month of December to ensure employer commute options survey results are tracked and prepared for the upcoming evaluation.

Next Quarter:

- A consultant for the RTO evaluation will be selected after the RFP closes at the end of January.

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 Q2 16-17 has not yet been submitted. Q1 report showed progress being made on all work plan tasks.
- 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 and Q2 16-17 has not yet been submitted. The new project coordinator is preparing a report covering activities in both quarters and will be submitting it shortly.
- Clackamas Community College, Student Transportation Initiative - Conducted in-person outreach on transportation options to students, staff, and faculty at five events, including the Fall Term Resource Fair and New Hire Orientation, attended by over 700 people. Managed a CCC Xpress Shuttle ridership increase of 32.9% for the first week of Fall Term compared to the first week of Fall Term 2015 providing an additional 279 rides to students (shuttle marketing supported by RTO Grant; shuttle operation costs are paid by the college). Developed and posted a multi-language nondiscrimination notice to ensure compliance with Federal Title VI requirements and increase riders safety and comfort. Developed and implemented a color identification system for parking lots at the Oregon City campus to better utilize parking space and increase wayfinding on campus.
- Clackamas County Signage Project – County has competed a post-installation survey to determine the impact of the signage on people's travel choices, and ease of navigation. A report is forthcoming in Q3.

- 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 –Marketing and outreach activities with local businesses are ongoing.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Housing Authority secured a contractor in November to construct the bike shelters.
- National SRTS Alliance, Regional SRTS Plan – Grantee has completed the project. Presentations of the plan to TPAC and stakeholders are being planned for February 2017 in preparation for next steps in regional SRTS plan development.
- Portland Bureau of Transportation, Active Portland: Open Streets, Connected Communities– Deliverable: Open Streets, Connected Communities– Deliverable: Grant Agreement finalized. Metro and PBOT have finalized subrecipient agreements with three community non-profit organizations that will be doing a portion of the work tasks of this project. Outreach work is underway.
- Portland Community College, TDM Coordinator & Bicycle Improvements – Q1 report submitted. Work focused on outreach to students at beginning of school year. Bike lockers were selected and purchased; installation not yet completed.
- Portland Public Schools, Healthy Travel Options to School – Deliverable: Q2 report not yet submitted.
- Ride Connection, RideWise Urban Mobility Support & Training – Deliverable: Q6 Progress update is due in January and will be reported next quarter. Results for Q5 showed 1101 people have received travel training.
- The Street Trust. Continued Women on Bike program through the summer: 12 Women Bike Events, including 2 on bike skills clinics and 3 rides. Overall we engaged 54 attendees at our events. Access to bicycling: “This summer we partnered with El Programa Hispano’s “Puentes” Youth program to provide educational bike rides. We provided a total of 2 community bike rides at Reynolds High School and David Douglas High School. Both rides were conducted in Spanish and English...” Supported 4 bike rides with Centro Cultural in Forest Grove with a total of 68 participants. Fall updates will be included in the next report.
- Verde, Living Cully Walks, Phase 2 – Verde and partners developed a presentation of results for December that was canceled due to snow and ice. It was rescheduled for January. Updates will be made in the next quarterly report.
- Washington County, Washington County Travel Options Planning – Washington County completed the Travel Options Assessment and will share the report in the next quarter.
- 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 –June through September, WTA continued to work on employer outreach, tabling at transportation fairs at Kaiser Westside Medical Center, Washington County and Columbia Sportswear. WTA promoted the Oregon Drive Less Challenge through social media, in their e-newsletter via email and regular mailings. WTA began planning a bike share pilot, receiving a donation of 30 bikes. Fall updates will be included next quarter.

Next Quarter:

- Progress updates from RTO grantees.

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

- RTO staff facilitated the selection process. The committee selected 17 grantees who will receive \$2.5 million. They are listed here: <http://www.oregonmetro.gov/news/getting-around-getting-easier-school-and-transit-programs-among-metro-travel-options-grantees>

Next Quarter:

- Grant agreement process will begin.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$35,174

BALANCE: \$79,291

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 October, November, and December.
- Participated in State Oregon Freight Advisory Committee on November 9th in Portland.
- Participated in the Regional Over-Dimensional Truck Route Study joint project management team (PMT) and stakeholder advisory committee (SAC) meeting on November 16 and PMT meeting on October 10, 2016.
- Facilitated the fourth meeting of the Regional Freight Work Group on November 8, 2016; and the Freight Work Group Subcommittee meeting on December 12, 2016, and prepared agenda and presentation material.
- Gave a presentation to MTAC on Regional Freight Needs on October 19, 2016.
- Coordinated with ODOT in Salem on Metro's recommendations for the Interim National Multimodal Freight Network.
- Participated in the Oregon Freight Intermodal Connectors Study (OFICS) TAC meetings on October 27, November 30 and December 13, 2016.

Milestones/deliverables for the next reporting period:

- Participate in Portland Freight Advisory Committee and Oregon Freight Advisory Committee.
- Participate in the Oregon Freight Intermodal Connectors Study TAC meetings in Salem.
- Facilitate the fifth meeting of the Regional Freight Work Group on February 6, 2016; and prepare agenda and presentation material.
- Develop a work group schedule and draft agenda items for 2017 Regional Freight Work group meetings.
- Participate in MPOs Freight Workshop in Salem on January 20th, on which facilities are included in Oregon's urban area for the National Multimodal Freight Network.

- Develop strategy for the Regional Freight Plan update; complete work plan for 2018 Regional Freight Strategy. (ON-GOING).

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$583,607

BALANCE: \$897,501

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

- Hired temporary employee to support fluctuating client needs
- Completed flight and preliminary processing for the 2016 regional aerial project.
- Continued participation in reorganization of the next generation of the Smart Cities Challenge with City Portland, Portland State University, and others.
- Coordinating with Portland State University on the redesign of the Transportation Portal.
- Providing technical consultation on the redesign of the Recycling Information Center (RIC) web application.

GIS Data Development and Maintenance

- Provided ongoing RLIS customer support
-
- Began recruitment for Assistant GIS Specialist, with focus on management of transportation data.
- Began recruitment for Associate Geospatial Developer to help publish mapping services and develop mapping and mobile applications.
- Made regional rental market database available to local partners
- Completed annual vacant lands inventory
- Provided data, mapping and analysis in support of the Land Development Monitoring System
- Provided data coordination and standardization to the Regional Freight Program

GIS Tools, Systems, Analysis & Mapping

- Provided quarterly data, mapping and analysis to the Regional Snapshots program
- Provided data, mapping and analysis in support of the Regional Transportation Plan update
- Deprecated the Equity Atlas application hosted by Metro.
- Completed development of mobile data collection tool for the Reduce Illegal Dumping (RID) team.
- Provided mapping and analysis to visualize crash incident data
- Coordinated updates to Regional Trails and trail Master Plans
- 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 and website redesign as part of the development of their Business Plan.
- Provided technical support to the Investment Areas' Economic Value Atlas
- Provided data, mapping and analytical support to the Regional Transit Strategy
- Deployed updated version of the Project Logging system (PLOG), eliminating need for Cold Fusion software.

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
- Continue to provide data, mapping, and analytical support to the Regional Transit Strategy
- Provide data, mapping and analytical support to the Economic Value Atlas
- Provide quarterly data, mapping, and analysis support to the Regional Snapshots Program
- Continue to provide data, mapping and analysis in support of the Regional Transportation Plan update
- Hire and onboard Assistant GIS Specialist
- Hire and onboard Associate Geospatial Developer
- Deploy version of the Integrated Pest Management (IPM) pesticide application mobile application.

- Begin work on TriMet grant to upgrade application for planning multi-modal trips.
- Upgrade all Agency ArcGIS Desktop from v10.1 to v10.4.1
- Migrate and update Crashmap application.
- Redefine and standardize technology standards for data-driven applications
- Complete web services for the interactive display in the new Educational Center.
- Continue to provide data, mapping and analysis support to the Land Development and Monitoring System
- Provide data, mapping and analytical support to the 2018-2021 MTIP Transportation Equity Analysis
- 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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$203,101

BALANCE: \$183,079

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:

- Updated MetroScope Gen 4 documentation with Gen 4 equation details
- Continued validation and sensitivity tests of MetroScope Gen 4
- Tested viability of using MetroScope real estate forecast data for a housing and transportation (H+T) cost analysis and visualization tool
- Retrieved Census data for the sensitivity and validation exercises and H+T development
- Tested methodology to convert annual MetroScope valuation of rentals to monthly rents

- (exploring CAP rates, operating expense assumptions, and tenant fuel / utility costs)
- Collaborated with DRC to prepare land development monitoring data suitable for the UGR, MetroScope validation, and general planning activities
 - Converted regional economic model to Eviews software platform from older vendor-unsupported AREMOS econometric program; completed initial QA/QC
 - Worked with contractor to complete specification of a developer supply processor to improve upon existing buildable land inventory methods
 - Worked with contractor to analyze residential consumer preferences and develop discrete choice equations to describe consumer behaviors

Planned major accomplishments/milestones for next reporting period:

- Completion and write-up documentation of MetroScope sensitivity and validation analytics
- Re-calibration of residential hedonic housing prices for MetroScope Gen 4
- Finalize the H+T methodology cost calculations
- Complete of developer supply processor (DSP)
- QA/QC the DSP model with national experts
- Continue analysis of Residential Consumer preference study to inform continued MetroScope Gen 4 enhancements

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$543,923

BALANCE: \$815,579

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

- Metro staff continued discussions with stakeholders and national experts to appropriately scope the next-generation survey.

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

- Metro and RTC staff received training webinars on the new model. Metro and RTC finalized a contract for RTC to share support for the model documentation. The sensitivity testing by Metro staff will follow for the remainder of FY2017.

Trip-Based Model

- Modeling staff continued validation of the next-generation trip-based travel demand model (code-named Kate). First-pass base-year validation of trip generation, destination choice, and mode choice are complete with preliminary first-base assignment validation partially complete. Staff will complete validation during the next quarter.

Truck Model

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

Bike Routing Algorithm

- Metro staff are working to ensure that the existing bike route choice model outputs are integrated into our new Multi-Criteria Evaluation (MCE) tool.

Innovative Solutions (ad hoc analysis)

- Modeling staff cooperated with Land Use staff to scope and prototype a Housing and Transportation cost calculator/viewer tool (H+T) for potential use in the RTP process.

Model Maintenance

Modeling Network Attributes

- Work commenced on vetting the regional truck network (see Behavior Based Freight Model quarterly report).

Travel Demand model Input Data

- No activity.

Travel Demand Model Computer Code

- Modeling staff reviewed coding that extracts performance measures for the MTIP process.

Statewide and National Professional Development

Oregon Modeling Steering Committee

- Staff continues service on the Committee and several subcommittees.

Transportation Research Board Committees

- Staff provided 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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$12,255

BALANCE: \$727,804

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:

- The project team implemented and tested the FHWA Demonstration Model. The implementation includes numerous enhancements from recent applications in the Baltimore, MD and Greensboro, NC areas.
- The team completed data collection. Processing and analysis of survey data and GPS truck tracking data is still underway.

Planned major accomplishments/milestones for next reporting period:

- The team will complete a technical memorandum describing the use of behavioral data to develop the Working Updated Model.
- Initial implementation of Working Updated Model will be completed, and the team will calibrate and validate the model.
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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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$36,393

BALANCE: \$62,029

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
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PERIOD COVERED: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$47,874

BALANCE: \$362,745

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.
- Participated in Oregon MPO Consortium meeting in December in Salem.
- Planned and conducted MPO staff meetings in October, November and December.
- Participated in ODOT/MPO meeting to discuss MAP-21 target-setting coordination activities and data needs.

Major accomplishments for next reporting period:

- Participate in the quarterly MPO/Transit District meeting in Eugene.
- Participate in Oregon MPO Consortium (OMPOC) meeting in Salem.
- Coordination of ongoing MPO committee activities.
- Organize and conduct monthly MPO staff meetings.
- Complete 2016 Quadrennial Certification Review (scheduled for January)
- Continue 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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$498,667

BALANCE: \$984,616

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:

- Final recommendation of Locally Preferred Alternative by Steering Committee (Fall 2016)
- Local jurisdictions adoption of the Locally Preferred Alternative (City of Portland, City of Gresham, TriMet, Multnomah County) (Winter 2016)
- Outreach on station locations and service planning concepts

Milestones/deliverables for the next reporting period:

- Locally Preferred Alternative Report (January 2017)
- Analysis of Inner Division alignment and Willamette River bridge crossing alternatives (Jan/Feb 2017)
- Continued preliminary design and outreach to communities on design
- Hiring consultant NEPA work (Winter)

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: October 1, 2016 – December 30, 2016

EXPENDED TO DATE: \$90,260

BALANCE: \$2,077,494

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:

- Interviewed, selected and contracted a consultant team to assist in preparation of the Draft EIS.
- Released technical information in support of staff recommendations on the final decision on what to study in the Draft EIS.
- Released staff recommendations on what project components to study in the Draft EIS based on public and agency input during scoping and further analysis, and on edits to the project Purpose & Need.
- Released the scoping summary report.
- Distributed the draft agency coordination plan for review and comment by agencies participating in the environmental review.
- December Steering Committee decisions on what to study in the Draft EIS and edits to the project Purpose & Need.
- Completion of the DEIS Plan Set of project designs at a level adequate to undertake Draft EIS impact assessments.

Milestones/deliverables for the next reporting period:

- Gather data necessary for impact assessments of the proposed project.

- Finalize alternatives definition for NEPA analysis.
- Release a Detailed Definition of Alternatives being studied.
- Release Final Agency Coordination Plan for environmental review.
- Create and release Public Involvement Plan for environmental review.
- Hold a NEPA consultant kickoff, review of DEIS Plan Set and tour of alternatives being studied.
- Distribute draft methodologies for impact assessments for Draft EIS to participating agencies for their review and comment.
- 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.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$83,100

BALANCE: \$29,489

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:

- Provided land use support for Powell Division and Southwest Corridor transit corridor planning efforts.
- Provided support for the Regional Transit Strategy.
- Appointed a Brownfields Advisory Group to advise the partners on awards for brownfields assessment funds in the McLoughlin Investment Area.

- Initiated technical team of local partners focused on the McLoughlin Investment Area to coordinate multiple grants and begin to define future investments.
- Received grant for the Southwest Corridor Equitable Development Strategy through the Federal Transit Administration (FTA) Pilot Program for Transit-Oriented Development Planning
- Visited FTA Region 10 headquarters for coordination on Southwest Corridor and Powell/Division transit corridors

Milestones/deliverables for the next reporting period:

- Provide support to the Regional Transit Strategy that is being developed as part of the RTP update
- Provide land use support for Powell Division and Southwest Corridor transit corridor planning efforts
- Work with partners to define Enhanced Transit Corridors strategy
- Brownfields:
 - Hold kick-off Brownfield Advisory Group meeting to establish group protocols and begin identifying criteria for priority sites to undergo Phase I and II site assessments.
 - Approve project communications and outreach plan.
 - Conduct environmental justice and Title VI demographic assessments to inform development of equity outreach and outcomes goals.
 - Establish contracts with community-based organizations who will support outreach and capacity building for the project.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$35,967

BALANCE: \$336,648

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:

- Focus group event 2 and materials (October 2016)
- Consultant selection (December 2016)

Milestones/deliverables for the next reporting period:

- Focus group event 3 (February 2017)
- Market assessment of traded sector economy & goods movement in Portland-Vancouver MSA (March 2017)

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: October 1, 2016 – December 31, 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:

Milestones/deliverables for the next reporting period:

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: October 1, 2016 – December 31, 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:

Milestones/deliverables for the next reporting period:

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$1,963

BALANCE: \$262,484

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:

- Canceled prior notice to award. Discussed scope with FHWA and agreed on a more narrowly defined work plan. ODOT re-issued mini-RFP for consultant services.

Milestones/deliverables for the next reporting period:

- Score proposals to the mini-RFP and issue contract for consultant services.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$147,368

BALANCE: \$349,632

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 (October 1, 2016 – December 31, 2016):

The 30 % Design prospectus was submitted to ODOT and comments were received back- (2nd Quarter FY 2016-17).

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2017 – March 31, 2017):

Wrapping up the billing for the project and following up with the comments.

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: October 1, 2016 - December 31, 2016

EXPENDED TO DATE: \$79,268

BALANCE: \$1,313,800

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 (October 1, 2016 – December 31, 2016):

Project stakeholder interviews are complete. Final Public Involvement, Branding and Messaging, Website Strategy Plans are complete. Draft website is completed and is being finalized. Land Use Reconnaissance and Socioeconomics Reports have been finalized. Draft Traffic Impact Analysis, 4f and 6f Impact, Historic Resource, and Archaeology Baseline Reports have been submitted and reviewed. Technical Advisory Committee and Project Task Force have been established.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2017 - March 31, 2017):

Launch project website. Hold first TAC and Task Force meeting. Hold first project Open House. Establish bridge evaluation criteria. Develop preliminary bridge alignment and location alternatives. Review and comment on Draft Opportunity and Constraints memo.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$0

BALANCE: \$557,227

Description

Program/Project Summary:

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

Summary Status

Milestones/deliverables for this reporting period (October 1, 2016 – December 31, 2016):

Hillsboro, Metro and ODOT staff had a kick off meeting on May 4, 2016. Project scope and schedule have been submitted to Metro. Next step is to submit the scope and schedule to ODOT and discuss any refinements that need to be made to the project.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2017 – March 31, 2017):

Scope of Work sign-off by ODOT/Metro staff by March 31, 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:	\$11,445
		Total:	\$111,445

PERIOD COVERED: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$704

BALANCE: \$110,741

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.

Summary Status

Milestones/deliverables for this reporting period (October 1 – December 31, 2016):

- Finalized scope and budget with ODOT
- Issued an RFP for consultant support
- Selected a consultant for the work

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – March 31, 2017):

- Finalize scope with the selected consultant
- Issue Notice to Proceed (NTP)
- Identify public engagement strategy
- Start existing conditions.

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
(UPWP Planning Portion)

Federal: \$852,000

Local: \$97,516

Total: \$949,516

PERIOD COVERED: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$332

BALANCE: \$949,516

Key 19299	
Total Project Cost Summary	
Planning:	\$949,516
PE:	\$722,167
ROW:	\$111,445
CONs:	<u>\$4,346,372</u>
Total:	\$6,129,500
Above reflects current MTIP/ STIP programming	

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.

The Planning phase for the project in Key 19299 currently reflects a total of \$949,516 of which \$852,000 is federal Congestion Management Air Quality (CMAQ) improvement funds.

Summary Status

Milestones/deliverables for this reporting period (October1 – December 31, 2016):

- Released RFP for consultant services, received and scored 3 proposals
- Presentations to the Pearl District Neighborhood Association, Downtown Retail Council, Central Eastside Industrial Council's Transportation and Parking Committee, Travel Oregon's Community Action Committee, and the Portland Commission on Disability's Accessibility in the Built Environment subcommittee
- Drafted report based on early input survey, summarizing early input

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – March 31, 2017):

- Complete negotiations for consultant services and provide consultant notice to proceed
- Begin initial tasks laid out in consultant scope of work

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$99,567

BALANCE: \$40,200

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 (October 1, 2016 –December 31, 2016):

- Task 2.0 – Held Project Management Team #6 meeting on October 6, 2016.
- Task 2.0 - Held Project Management Team #7 and Stakeholder Advisory Committee #5 meeting on November 16, 2016.
- Task 5.0 – Completed Transportation System Improvements and Alternatives Tech Memo.
- Task 6.0 – Completed Recommend Improvements and Cost Estimates Tech Memo.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2017 – March 31, 2017):

- Task 7.0 – Complete Final Report

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 31158

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$706

BALANCE: \$708,087

NOTE: The above “Expended To Date” reflects only ODOT draws thus far from the County’s Local Government Investment Pool (LGIP) account. Through 12/23/16 County staff has spent \$20,080 for work related to RFP development, proposal reviews, Statement of Work negotiations with consultant and site pre-screening work. Because there has not yet been a related submission of county staff cost records to ODOT for reimbursement, the above “Balance” does not include this staff cost. Since a consultant contract has been signed yet with ODOT, there are no related costs thus far.

Description

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

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 (October 1, 2016 – December 31, 2016):

10/12/16 ODOT statewide solicitation of Request for Proposal for a design consultant ended. Three proposers submitted proposals.

10/20/16 County Proposal Evaluation Committee and ODOT staff conducted a pre-evaluation meeting. After County evaluation of submitted proposals, staff met with ODOT on 11/9/16 to review same and verified committee consultant selection.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

11/10/16 Melanie McMurrick at ODOT issued Notice of Intent to Award to Kittelson and Associates. Same day County staff started Statement of Work (SOW) and Breakdown of Costs (BOC) negotiations with Kittelson.

12/6/16 County staff met with TriMet staff to collect their input on staff pre-screening of pedestrian crossing sites to be provided to contracted (pending) design consultant.

12/22/16 County staff conducted a SOW/BOC negotiation meeting with Kittelson staff. Subsequent coordination of negotiated details completed.

Note: ODOT Local Agency Liaison (LAL) Michele Thom's last day/retirement from ODOT was on 12/23/16. Her replacement for this project is David Arena.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2017 - March 31, 2017):

- Early January, County/Kittelson negotiated SOW/BOC to be provided to ODOT Local Agency Liaison (LAL) for Region 1 technical staff review.
- Subject to ODOT staff comments on the SOW/BOC, anticipated ODOT contract execution with selected consultant is anticipated in March/April 2017 time frame followed by a project kickoff meeting with staff and consultant.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$141

BALANCE: \$303,273

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 (October 1, 2016 – December 31, 2016):

No update

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2017 – March 31, 2017):

No update

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: October 1, 2016 – December 31, 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 (October 1, 2016 – December 31, 2016):

Clackamas County agreed to become lead agency for the project and implement the study. ODOT is supposed to send a draft IGA between Clackamas County and ODOT. This draft IGA has not been provided to Clackamas County. Upon completion of the agreement, ODOT and Clackamas County will develop and refine the final project scope of work and the County will develop a Request for Qualifications document for A&E Services.

Staff update in place of agencies update (January 1, 2017 - March 31, 2017):

- Review and respond to draft ODOT IGA. Implement IGA with City of Gladstone
- If IGAs are implemented and a Notice to Proceed is received, develop a draft RFQ for A&E Services

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: October 1 – December 31, 2016

EXPENDED TO DATE: \$36,416

BALANCE: \$188,274

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 (October 1, 2016 – December 31, 2016):

- Hired graduate student to assist on the project.
- Analyzed DMV data for the number of EVs in Oregon for 2015 and June 2016. Developed a method to conduct this activity twice a year.
- Developing a forecast model to create purchase scenarios based on Portland, State and regional targets.
- Finalized 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. Survey launch was delayed till January, 2017. We need to send through PSU human subject review. Advisory committee has had time to review.
- Energize Oregon Coalition Outreach committee had a conference call in September 2016. These calls will take place quarterly. There will be a call in early 2017.
- Had calls with the Energize Oregon Coalition Outreach leadership to plan out the rest to the year's activities. Drive Oregon recently received a US DOE EV Everywhere grant. We are coordinating efforts with that project. In addition, City of Portland recently released the 2017 Electric Vehicle Strategy.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – March 30, 2017):

- Finalize 2017 workplan with Drive Oregon to coordinate efforts with the EV Everywhere project.
- Launch statewide survey in January.
- Release 2016 EV data analysis to partner and present forecast model to Advisory Committee.
- Plan next Energize Oregon Coalition Outreach conference call for spring 2017.
- Assist with EV Roadmap 10 planning efforts which will take place June 2017.

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: September 30, 2016 – December 31, 2016

EXPENDED TO DATE: \$527

BALANCE: \$891,037

Description

Program/Project Summary:

The project will design a 1.5-mile multiuse off-street trail along the TriMet light rail corridor and Beaverton Creek 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 (September 30, 2016- December 31, 2016):

The title reports for the adjacent property owners have not indicated any issues with the properties, although we are aware the City of Beaverton has a Contaminated Media Management Plan for an area near the Hocken Ave. Beaverton Creek Bridge, which may indicate additional contaminated materials in that area. THPRD has contacted Nike and is in conversations with them regarding the trail project.

THPRD is working with a new ODOT Local Agency Liaison.

The scope of work ODOT forwarded to the ODOT Office of Procurement to be incorporated into the RFP was rejected in December. The Office of Procurement requires a more detailed statement of work in order to move forward so ODOT requested THPRD revise the scope to fit their template.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2017 – March 31, 2017):

Adjacent property owners will be contacted and a summary of who was contacted and their initial reactions to the proposed trail alignment will be documented.

The Statement of work will be completed by February for review by ODOT.

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: October 1, 2016 – December 31, 2016

EXPENDED TO DATE: \$64,685

BALANCE: \$2,435,315

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 fourth lane on the Abernethy Bridge to help separate through traffic.

Summary Status

Milestones/deliverables for this reporting period (October 1, 2016 – December 31, 2016):

- No update

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2017 – March 31, 2017):

- No update

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							Project Total
Year:	2016	Preliminary Engineering	Right of Way	Utility Relocation	Construction	Other	
Phase Total:	\$2,500,000						\$2,500,000
First Fund:	\$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			