

MAKING A
GREAT
PLACE



FY 2016-17 UPWP Quarterly Reporting

3rd Quarter

January 1 - March 31, 2017

April 14, 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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$1,250,149

BALANCE: \$446,495

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 Transit Project locally preferred alternative.
- General outreach/ coordination on RTP.
- Finalized Summary report of Dec. 2 Regional Leadership Forum.
- Convened RTP transit, safety, freight, equity, performance measures and finance work groups and prepared related agendas and discussion materials.
- 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 reviewed refined safety project definition and vision zero safety target to support updating the Regional Transportation Safety Strategy with technical and policy advisory committees and the Metro Council.
- 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.
- Prepared draft Call for Projects materials, evaluation framework and timeline for building the RTP investment strategy for consideration by JPACT and the Metro Council.

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.
- Initiate Call for Projects to update RTP Investment Strategy for 2018-2040 plan period.
- Draft RTP financially constrained revenue forecast.
- Draft Existing Conditions Chapter for 2018 RTP.
- Council adopted of RTP amendment to reflect Division Transit Project locally preferred alternative anticipated.
- 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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$70,580

BALANCE: \$9,936

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:

- Continued to work on the regional transit vision
- Developed policy and criteria for readiness as part of the System Expansion Policy development
- Continued to work with the Transit Work Group on development of the Regional Transit Strategy
- Continued to coordinate efforts with the overall RTP and RTP work groups

Major accomplishments for the next reporting period:

- Present draft regional transit vision and System Expansion Policy to policy committees and Metro Council
- Participate in joint TPAC/MTAC workshops on project evaluation and project solicitation

- Continue to coordinate efforts with the overall RTP and RTP work groups
- Continue to work with the Transit Work Group on development of the Regional Transit Strategy

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$816,765

BALANCE: \$203,236

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 14 amendments during this period: 2 Formal and 12 Administrative amendments. The need for project amendments primarily included, cost increases, phase slips, and adding new exempt projects to the MTIP. Due to the ADA lawsuit and issues related to developing accurate cost methodologies for project phases, many amendments involve phase cost increases especially to the construction phase
- Continue assessing the impact of the newly released STIP/MTIP Amendment Matrix upon MTIP amendment policies. Assessments include ongoing coordination with ODOT Region 1 on parallel processing procedures to reduce formal amendment processing times.
- Implemented and refined the MTIP Amendment Public Notification/Opportunity to comment process via Metro's website. Defined Formal MTIP amendments to require a full 230 day public notification period with Major Administrative amendments requiring 14 days.
- Reach agreement that the LALs will use a modified CMR/PCR as the documentation source to justify MTIP and STIP amendments
- Implemented the new "bundled" amendment formal processing and submitting multiple projects as part of a single amendment.
- Developed and tested a new technology tool to format Transtracker data into project worksheets in order to begin posting the full MTIP project list and allowing amended updates to occur on a monthly basis.
- Continued development of the 2018-2021 MTIP Update

Major accomplishments for the next reporting period:

- Implement the MTIP project posting and test monthly updates with amended projects
- Finish development of the draft 2018-21 MTIP Update and post for comment.
- Continue to develop MTIP responsibilities framework, processes, and management requirements with ODOT Region 1 to refine amendment development, submission, and approval processes, as part of the upcoming MPO quadrennial recertification process.

Amendment Activity

The following FFY15-18 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period January 1, 2017 through March 31, 2017:

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1223	15389	SE 172nd Ave: Foster Rd to Sunnyside Rd	70084	Administrative		Clackamas County	Vaughan Rademeyer	Amend K15389 SE 172nd Avenue: Foster Rd - Sunnyside Rd to slip PE to 2017.
1224	18023	Burgard/Lombard @ North Time Oil Road Intersection	70483	Administrative		Portland	Vaughan Rademeyer	Amend K18023 Burgard/Lombard @ North Time Oil Road intersection to slip CN to 2017.
1225	18838	OR99W: SW Hooker St (Portland) - SW Durham Rd (Tigard)	70779	Administrative		TriMet	Vaughan Rademeyer	Amend K18838 to change the project name to OR99W: SW Hooker St (Portland) - SW Durham Rd (Tigard) and slip PE to 2017.
1226	19265	I-5 & I-205 Shared Use Paths	70804	Administrative		ODOT	Vaughan Rademeyer	Slip CN to 2018.
1227	18795	US26 (Powell Blvd) SE 20th - SE 34th	70713	Administrative		ODOT	Vaughan Rademeyer	Slip CN to 2018.
1228	19534	OR224: BRIDGE DECK OVERLAYS	70829	Administrative		ODOT	Vaughan Rademeyer	Cancel project per OTC approval on 6/16/2016.
1229	17267	Twenties Bikeway: NE Lombard - SE Crystal Springs	70004	Administrative		ODOT	Reem Khaki	Cancel RW. Increase PE to \$878,879 with Local funds and CN to \$3,220,854 with local and federal funds.
1230	18839	OR8 Corridor Safety and Access to Transit	70780	Administrative		TriMet	Vaughan Rademeyer	Change the project limits to MP 2.75 to MP 7.6 per project charter. Add a RW phase of \$230,000 by moving METP funds from CN and fully find CN by adding TriMet funds as approved in CMR-01. Increase PE to \$656,441 to match actual expenditure adding \$248,441 and UR to \$120,265 by adding \$62,256 from Region 1 reserves.
1231	18778	US30: NW McNamee Rd - NW Bridge Ave	70708	Administrative		ODOT	Larry Underhill	Add K20578 Low or No-Emission (Low-No) Bus Program - FY16 for new funding awarded to TriMet.
1232	20578	Low or No-Emission (Lo-No) Bus Program - FY 16	70868	Formal	17-4766	TriMet	Alison Langton	Add K20665 Open Trip Planner (OTP) Project - FY16 a new FTA grant from the Mobility on Demand (MOD) program.
1233	20665	Open Trip Planner (OTP) Project - FY16	70869	Formal	17-4766	TriMet	Alison Langton	In accordance with 23 CFR 450.326 Metro is submitting a MTIP Minor Administrative amendment approval request for Key 18757 - OR213 Operation Improvements. The amendment reflects a request to add \$200,000 of ODOT managed funding to the ROW phase.
1234	18757	OR213 Operational Improvements	70756	Administrative		ODOT	Matt Freitag	Project adds \$127,944 to PE and \$1,691,713 to Cons. CMR identified a budget deficit in PE and Cons.
1235	19204	I-205 Pacific Hwy - Abernathy Bridge	70800	Administrative		ODOT	ODOT	Reduce RW to \$492,160 moving \$160,763 federal funds to CN. Reduce total construction from \$2,807,000 to \$2,342,000 by removing Local Agency funds.
1236	18173	Crescent Connection: Cedar Hills Blvd. - Lombard	70601	Administrative		Beaverton	Ken Lobeck	

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 used 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 PE so the project can begin NEPA. All projects will have 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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$3,838

BALANCE: \$24,496

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:

- 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)
- Conducted transportation conformity and air quality analysis for the 2018-2021 MTIP. (March 2017)
- Developed draft air quality conformity determination and report findings for the 2018-2021 MTIP. (March 2017)
- 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:

- Public comment for draft air quality conformity determination and report findings for the 2018-2021 MTIP. (Late Spring 2017)
- Consult, coordinate, and collaborate on air quality and transportation conformity related items with Oregon DEQ, local, regional, state, and federal partners as well as interested community-based organizations. (ONGOING)
- If necessary, conduct transportation conformity and air quality analyses on MTIP and RTP amendments to ensure the amendments are consistent with federal air quality regulations. (AS NEEDED)

QUARTERLY REPORT

GRANT: FY 2017 PL

FISCAL YEAR: FY 2017

AGENCY: Metro

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

PERIOD COVERED: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$89,444

BALANCE: \$48,772

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:

- Continued 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.
- 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.
- For the Southwest Corridor Plan, continued developing implementation of 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, continued engaging environmental justice populations and establishing relationships and partnerships with organizations serving environmental justice populations in preparation for NEPA (under a Categorical Exclusion). Supported TriMet to develop new project website with materials translated into four languages identified under the Safe Harbor Provision for the corridor; transitioned project, now the Division Transit Project, to TriMet as lead agency.

Major accomplishments for the next reporting period:

- Continue to coordinate with implementation of the Metro Equity Strategy.
- Continue strategy development to address public recommendation on the 2014 Civil Rights Assessment on the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), which will expand to become, in part, the Transportation Equity Analysis process to be used in future planning efforts.
- Conduct a public comment opportunity on the Metropolitan Transportation Improvement Program,

with public notices in regional newspapers to include a notice in five languages identified under the Safe Harbor Provision for the region of the intent of the notice (an opportunity to comment on regional transportation priorities) and instructions on how to receive a full translation).

- 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 Division Transit Project, originally the Powell-Division corridor study, continue to support TriMet – the current lead agency – in engaging environmental justice populations and establishing relationships and partnerships with organizations serving environmental justice populations through the NEPA Categorical Exclusion process.
- Conduct the annual community summit, which will focus on discussion groups with communities of color to provide direction on department equity plans.

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$94,708

BALANCE: \$387,169

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:

- Project kick-off meeting
- Technical Work group members confirmed
- Scoping for Metro Council Street talks finalized

Major accomplishments for the next reporting period:

- Draft annotated Table of Contents developed
- Revised Table of Contents and Draft Resource list
- Project Management Team Meeting #1
- Website and timeline updated
- Scoping regional workshops and forums

QUARTERLY REPORT

FISCAL YEAR: FY 2017

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: January 1, 2017 – March 31, 2017

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:

- Confirmed 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.
- For the Southwest Corridor Plan, continued stakeholder and public outreach to begin DEIS and convened Citizens Advisory Committee that will serve for the next 18 months.
- Conducted public hearing on regional flexible funds project allocation (a component of the Metropolitan Transportation Improvement Program), leading to the final decision on these funds
- Conducted online engagement opportunity to inform Regional Transportation Plan priorities ahead of and to further inform project solicitation in FY16-17 Q4.
- For the Powell-Division project: Complete public period amending the RTP to include the Powell Division LPA and finalize documentation; analysis and presentations of findings of Powell Division outreach and decision-making process.

Major accomplishments for the next reporting period:

- For the Southwest Corridor Plan, continue stakeholder and public outreach to begin DEIS and continue to convene Citizens Advisory Committee.
- Conduct a public comment opportunity on the Metropolitan Transportation Improvement Program.
- Conduct the annual community summit, which will focus on discussion groups with communities of color to provide direction on department equity plans.

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$36,572

BALANCE: \$78,114

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, a TripCheck Local Entry (TLE) tool workshop was held at ODOT Region 1 February 16. Around 10 participants, mostly agency Public Information Officers, discussed priorities for providing traveler information. This guidance will help ODOT consider updates that work for multiple agencies across the state as well as provide private-sector app developers with information they can use to spread the information to more travelers.*
 - *Update: Metro staff continued to work closely with ODOT Local Agency Liaisons to review all upcoming TSMO and ITS projects and create a tracking sheet for these and other projects as they are amended into the MTIP and STIP.*
- 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 City of Portland Jan. 19 and ODOT Region 1 in Portland Feb. 8 and Mar. 8.*
 - *January meeting included updates from attendees of TRB's Annual Meeting in Washington DC; discussion of the Communications Plan and discussing which corridors to develop detailed cost estimates for fiber optic projects; and, project updates.*
 - *February meeting included a unanimous decision to take funds from a future Airport Way ITS project to put funds on an existing Columbia Blvd. project. This project will still benefit the same area and the same regional partners including the Port of Portland. Both projects could not get done after considering ADA needs that increased costs. ODOT and DKS presented a project update of the TTIP/TLE enhancements. Kevin Martin from the City of Portland gave us an update on Portland's Smart City Initiatives. TransPort Chair Dennis Mitchell announced his pending retirement, end of April.*
 - *March 10 was Dennis Mitchell's last Chair as TransPort. Stan Markuson will also retire from WSDOT in April. Staff are in place to continue projects. TriMet and DKS presented concepts for a vehicle-to-center and application of connected vehicle technology for transit signal priority. This plan was developed over the course of a year or more with regional stakeholders. TransPort voted to support this as the regional concept. PSU updated TransPort on PORTAL projects.*
- *PORTAL TAC met Jan. 23 at PSU. PSU presented updates and commented on a next year's scope of work. <http://portal.its.pdx.edu/home>*
- *Staff attended the Cooperative Telecommunications Infrastructure Committee March 6 at TriMet. Staff led discussion on four regional priority facilities for installing fiber optics. Feedback will go back into the plan.*
- *The ITS Network Management Team (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)
 - *No updates this quarter.*
- Begin scoping TSMO Plan Update by exploring topics including equity, safety, resiliency, connected vehicles, automated vehicles, vehicle-to-X communications, transit signal priority, mobility as a service (e.g., public-private partnerships), performance measures, big data analytics and asset management. (ONGOING)
 - *No Updates this quarter*
- Regional ITS Architecture Update (See UPWP narrative)
- ITS Communications Master Plan (See UPWP narrative)
- I-84 Multimodal Integrated Corridor Management (ICM) Deployment Plan (See UPWP narrative)
- Support Congestion Management Process (CMP) including the Regional Mobility Corridor Atlas Update (ONGOING)
 - *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 finalize the work plan to make enhancements to Portal in 2017, gathering input from stakeholders and presenting to TransPort at the April 12 meeting.*
- *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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$927,311

BALANCE: \$1,328,060

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 wrapped up the pedestrian safety campaign Oregonian Crossing with a project evaluation. The final report will be posted in Q4.
- Metro is working with a contractor to continue evaluating 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 hired a contractor to initiate the research phase of a project to discover how best to communicate to communities of color about travel options.

RTO had no Metro newsfeed story or other earned media efforts released this quarter.

Next Quarter:

- Initiate research phase on transportation and behavioral change messaging for Communities of Color.
- Continue to update regional transportation photography asset library.
- Submit revised contract for work for 2017-2018 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)

- No sponsorships were awarded in Q3. Funds are depleted until Q1 2018.

Next Quarter: Outreach push to community groups 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 January 1 and March 31, 2017. The Regional Network totals 17,847 registrants, with 3,622 active. Total savings this quarter were \$21,874; 3,092 gallons of gas; and, 57,695 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 and next steps 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 no increase in the use of vanpools outside of the region for this quarter.
- Drive Less Connect requests for the 2nd quarter numbered 7 support calls and emails for this 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 Rideshare Online (Washington State partner).

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

- The RTO 2013-2016 Program Evaluation process was handed off to Nelson-Nygaard, the consultant selected in February. The evaluation will include 4 official reports on State of the Commute, Active Transportation, Traveler Information and Neighborhood Options, as well as a summary of recommendations on Program Delivery. A tool will

also be developed to help practically develop the Multiple Account Evaluation Framework.

- Collaboration between TriMet, Metro and DEQ continued during the quarter to ensure employer commute options survey results are tracked and prepared for the upcoming evaluation. A collaborative meeting was held with RTO employer outreach partners to discuss new businesses in the region, successes and best practices.
- TriMet reported progress for Q2 showing that by December 2016, transportation programs are in place at 1,987 employer worksites, a 3% increase compared to the period last year including 4 new TriMet pass programs in Q2.

Next Quarter:

- The State of the Commute Report will be the first evaluation deliverable, being finalized in late May.

5. 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

6. 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 Q3 16-17 has not yet been submitted. Q2 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 – Reports for Q1 and 2 have been submitted. Progress is being made on all project tasks.
- Clackamas Community College, Student Transportation Initiative – In Q2, increased active student users of Drive Less Connect to over 50 through online promotion, in-person outreach, and college-funded incentive program. Increased CCC Xpress ridership 25% over Fall 2015 ridership for a total of 10,844 rides. Q3 results will appear in the next quarterly report.
- Clackamas County Signage Project – County has completed a post-installation survey to determine the impact of the signage on people's travel choices, and ease of navigation. Report documents signage effectiveness and people's input on how to improve or increase the number of signs in the project area.

- 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. Planning for cycling event is under way. Q3 report not received in time for this report.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Housing Authority secured a contractor in November to construct the bike shelters. No further reporting has been submitted.
- National SRTS Alliance, Regional SRTS Plan – Grantee has completed the project. Presentations of the plan to TPAC and stakeholders were held in February and March 2017 in preparation for next steps in regional SRTS plan development.
- Portland Bureau of Transportation, Active Portland: Open Streets, Connected Communities – Report for Q3 not received in time for this report. PBOT Q2 activities include improvements and preparation for outreach to new movers, contact with over 40,000 movers. 9.28% requested information and materials. Wheels and Walks community outreach events with partners are being planned.
- 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: Q3 report not yet submitted. Q2 report shows good progress being made on all work tasks. Seven volunteers led 11 community walks, and were trained to speak to groups about Safe Routes work. Collaboration with PPS/PBOT on developing programs at two schools; Scott and Cesar Chavez.
- Ride Connection, RideWise Urban Mobility Support & Training – Deliverable: Q7 Progress update is due in April and will be reported next quarter. Results for Q6 showed 1400 people have received travel training year-to-date.
- The Street Trust. Prepared for the May Bike More Challenge and presented at the March RTO CMG meeting. Lauren Hugel will take over running the Challenge from Elizabeth Cabral. The Ride.Report app will support automatic trip logging.
- Verde, Living Cully Walks, Phase 2 – Verde and partners presented to the January RTO CMG meeting. The results included 21 events with neighbors to identify the best routes for biking and walking in the NE Cully neighborhood. These routes help the community access parks and recreation which are limited in the area. Verde partnered with OMSI to create a curriculum to continue the work with schools to encourage travel options for health and environmental benefits.

- Washington County, Washington County Travel Options Planning – Washington County posted the Travel Options Assessment here along with other deliverables:
<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/travel-options-in-washington-county.cfm>
- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach – Chamber has hired a project manager, who has submitted an updated scope and budget, which has been approved by Metro. Work will commence in Q3 2017 and should be completed by December 2019.
- Westside Transportation Alliance TMA –Held a Transportation Coordinator Workshop March 16 in Beaverton and invited Scoop, a carpool app that may help grow carpooling site by site in Washington County. WTA's [Aloha-Reedville Bike Parking Project](#) has been progressing and WTA is finalizing agreements with 9 businesses/property owners now to provide and install 10 bike racks throughout Aloha-Reedville in April.

Next Quarter:

- Progress updates from RTO grantees.

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

- RTO Staff has begun developing grant agreements with 17-19 grantees.

Next Quarter:

- Grant agreement process will be completed.

8. Begin 2018 Regional Travel Options Strategy update

- Metro staff released a RFP to solicit proposals from consultant firms to conduct activities leading to development and adoption of the 2018 RTO Strategy. The planning timeline is scheduled to be completed by April 2018.

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$55,258

BALANCE: \$59,207

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 January, February, and March.
- Participated in State Oregon Freight Advisory Committee's (OFAC) Oregon Freight Highway Bottleneck Project Workshop on January 18th in Salem.
- Coordinated with ODOT in Salem on Metro's recommendations for the National Highway Freight Network (NHFN), including a MPO freight workshop on January 20th in Salem.
- Facilitated the fifth meeting of the Regional Freight Work Group on February 6, 2017; and the Freight Work Group Subcommittee meeting on February 28, 2017, and prepared agenda and presentation material.
- Gave a presentation to MTAC on the Regional Freight Strategy on March 15, 2017.
- Gave a presentation to TPAC on recommended additions to the National Highway Freight Network on March 31, 2017.
- Participated in the Oregon Freight Intermodal Connectors Study (OFICS) TAC meeting on March 29, 2017.

Milestones/deliverables for the next reporting period:

- Participate in Portland Freight Advisory Committee and Oregon Freight Advisory Committee.
- Facilitate the sixth meeting of the Regional Freight Work Group in May of 2017; and prepare agenda and presentation material.
- Develop a work group schedule and draft agenda items for 2017 Regional Freight Work group meetings.
- Give presentations on the Regional Freight Strategy to TPAC on April 28th, Metro Council (work session) on May 9th, MPAC on May 10th and JPACT on May 18th.

- Give a presentation to JPACT on the TPAC recommended additions to the National Highway Freight Network, on April 20, 2017.
- 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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$982,893

BALANCE: \$498,215

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

- 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
- Hired and onboarded Assistant GIS Specialist, with focus on management of transportation data.
- Completed annual multi-family housing database update
- Completed annual single family housing database update
- Provided data, mapping and analysis in support of the Land Development Monitoring System

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.
- 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 the Metro's need for Cold Fusion software in the Research Center
- Provided data, mapping and analytical support to the 2018-2021 MTIP Transportation Equity Analysis
- Hired and onboarded Associate Geospatial Developer to help publish mapping services and develop mapping and mobile applications
- Went live with web-based mobile data collection tool, interactive map, and database for the Reduce Illegal Dumping (RID) team
- Began development initial version of the Integrated Pest Management (IPM) pesticide application web-based mobile application
- Began work on TriMet grant to upgrade application for planning multi-modal trips
- Completed web services for the interactive display in the new Zoo Educational Center.
- Provided technical support for the planning of the next generation Economic Value Atlas
- Provided technical support for the planning of the transfer of PES OSCAR tool
- Provided technical support for the planning of the online tool for solicitation of RTP projects

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 data, mapping and analytical support to Southwest Corridor projects
- Provide data, mapping and analytical support to the Equitable Housing Program

- 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
- Deploy initial version of the Integrated Pest Management (IPM) pesticide application web-based mobile application
- Benchmark geocoder for TriMet grant to upgrade application for planning multi-modal trips.
- Upgrade all Agency ArcGIS Desktop from v10.1 to v10.4.1
- Redefine and standardize technology standards for data-driven applications
- Continue to provide data, mapping and analysis support to the Land Development and Monitoring System
- Ongoing effort for regional Smart Cities effort
- Complete modernization on RLIS Discovery, data delivery mechanism
- Produce reporting/dashboard tools for the Reduce Illegal Dumping (RID) team
- Hosted quarterly meetings for Regional Data Partners and Photo Consortium

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$277,918

BALANCE: \$108,262

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:

- Implemented the portion of LDMS work plan needed for MetroScope validation (consumption by land use, SF price database, MF rent database)
- Consultant produced deliverables for the Develop Supply Processor (DSP) model
 - Powerpoint presentation by lead consultant
 - Shared DSP findings with a key stakeholder
 - Consultant preliminary documentation up through Task 4 of the work scope agreement (user

- assessment, supply model development, re-development probability screen, model testing)
 - Consultant testing of initial supply processor algorithms
 - Consultant testing of redevelopment probability screen algorithms
- MetroScope modeling and forecasting validation – continuation
 - Residential rents by census tract and e-zones – comparison to Census
 - Residential SF housing price by census tract and e-zones – comparison to Census and RMLS data
 - Tenure, type, land use, travel time sensitivity testing
 - Household and employment forecast validation by tract and e-zone (2015 and 2010-15 increment)
- Research and development of wage profile data for the MTIP and RTP
- Developed new household survey weights for LCOG
- Refinement of TAZ forecast data for the Southwest Corridor project
- Residential SP study – consultant completed Task A – data processing and evaluation and has made substantial headway in partly completing Task B – model estimation
 - Consultant delivered on survey weight analysis, and presentation / review with independent technical advisor
 - Consultant prepared preliminary findings of the model estimation task. Reviewed initial findings with independent technical advisor and Metro staff; not finalized

Planned major accomplishments/milestones for next reporting period:

- MetroScope validation – continuation of analytics
- Convene MetroScope peer review panel to review validation and sensitivity findings
- Consultant expected to handover bug-free DSP model
- Convene DSP peer review panel to validate model assumptions and algorithms
- Metro staff to review and accept DSP model for internal testing before implementation into next UGR decisions
- Residential SP study – continuation of work scope agreement
 - Expect delivery of a document describing model estimation results
 - Final meeting with Metro staff and independent technical advisor to accept the findings from Task B – model estimation.
- Preliminary DRAFT regional forecast: population, employment, income and wages
- Inaugural meeting of the land use technical advisory group, consists of local planners to advise and communicate distributed forecast assumptions; subsequent series of meeting with the group to review, to vet and to advise on assumptions for the distributed forecast

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$785,792

BALANCE: \$573,731

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 proposing new performance measures to quantify the effectiveness of the plan. Modeling staff is participating in an ongoing effort to test and evaluate the measures. 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 neared completion of validation of the next-generation trip-based travel demand model (code-named Kate). Staff will complete validation and update model documentation during Quarter 4.

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. Development and testing of the prototype will be completed during Quarter 4.

Model Maintenance

Modeling Network Attributes

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

Travel Demand Model Input Data

- As part of the Kate validation effort, input data (i.e., land use and parking cost data) was reviewed/revised/updated.

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

- Staff will continue to participate in the planning for the next travel behavior survey in Quarter 4.

RTP Performance Measures

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

New Models

Activity Based Model

- Staff will prepare for the delivery of the OR-RAMP ABM model platform. Staff will also initiate participation in the Southern Oregon ABM development project.

Trip-Based Model

- Full calibration and validation (for the years 2010 and 2015) will be finalized during Quarter 4.

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 tested and evaluated through a partnership project proposed with the City of Portland.

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 to participate on the Committee and several subcommittees.

Association of Metropolitan Planning Organizations

- Staff will participate on the CV/AV Planning Technical Working Group

Transportation Research Board Committees

- Staff will continue service to the TRB (membership on the Planning Applications Committee)
- Staff will attend and present at the Planning Applications Conference in May.

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: March 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$12,431

BALANCE: \$727,638

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:

- All data collection and processing was completed and Survey Report / Model Update Memorandum was delivered
- Working Model updates have been completed, but some calibration and validation work remains.

Planned major accomplishments/milestones for next reporting period:

- All remaining work will be completed by May 1st
- Calibrated and validated Behavior-Based Freight Model will be delivered

- Final Report, which is currently in progress, will be completed and delivered.

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$50,474

BALANCE: \$47,948

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)

- Historical RTP documentation was provided to ODOT.
- New subarea networks and trip tables were created for Washington County.
- Travel survey research was conducted for the City of Portland.
- Travel model scenario was requested and completed, and outputs were provided to the City of Portland.

Data and Modeling Services (private agencies)

- Travel model outputs were provided to a consultant.

Maintenance Fees for Modeling Software used by Regional Jurisdictions

- No activity. Payment made for FY2017.

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$126,822

BALANCE: \$283,797

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 (Salem).
- Planned and conducted MPO staff meetings in October, November and December.
- Completed 2016 Quadrennial Certification Review on-site component
- Completed review draft of the 2017-18 UPWP with state and federal consultation

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 (April).
- Coordination of ongoing MPO committee activities.
- Organize and conduct monthly MPO staff meetings.
- Complete 2016 Quadrennial Certification Review
- Complete 2017-18 UPWP review and adoption by JPACT and Council.

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$712,084

BALANCE: \$771,199

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:

- Draft Locally Preferred Alternative Report (January 2017)
- Draft Regional Transportation Plan Amendments to related to the adoption of the LPA (February 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)

Milestones/deliverables for the next reporting period:

- Completion of analysis of Inner Division alignment and Willamette River bridge crossing alternatives (June 2017)
- Metro Council adoption of the Locally Preferred Alternative (June 2017)
- Metro Council adoption of the Regional Transportation Plan amendments related to the adoption of the Locally Preferred Alternative (June 2017)
- Outreach on station locations and service planning concepts
- Initiation of outreach to Tribes and the State Historic Preservation Office (May 2017)

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$2,095,007

BALANCE: \$72,747

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:

- Finalized alternatives definition for NEPA analysis.
- Compiled baseline data for EIS impact assessments, including defining the area of potential effect.
- Held a NEPA consultant kickoff, review of DEIS Plan Set and tour of alternatives being studied.
- Released public document summarizing Light Rail Project Alternatives for Environmental Review.
- Began Community Advisory Committee, with two meetings in the reporting period.
- Finalized the Agency Coordination Plan for the EIS.
- Prepared draft analysis methods and distributed them to participating agencies for review and comment.

Milestones/deliverables for the next reporting period:

- Create and release Public Involvement Plan for environmental review.
- Begin analysis of potential project impacts and mitigations
- Release initial information on branch vs. through alignment options.
- Evolve preliminary station locations into conceptual designs and begin the station area

planning process, examining access needs and land use and development opportunities

- Continue in-depth community planning process along Barbur Boulevard for HCT and related active transportation design
- Public outreach to gather input on issues
- Continue early opportunity project implementation, including roadway, active transportation, safety, parks and habitat projects
- Refine timeframes and potential funding sources for priority roadway and active transportation projects throughout the corridor
- Continue to collaborate with project partners to support community vision

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$112,589

BALANCE: \$0

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.
- Brownfields:
 - Held two Brownfield Advisory Group meetings to establish group protocols and begin

- identifying criteria for priority sites to undergo Phase I and II site assessments.
 - Approved project communications and outreach plan.
 - Conducted environmental justice and Title VI demographic assessments to inform development of equity outreach and outcomes goals.
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Began work on developing a scope for FTA review
 - Incorporated existing Metro Equitable Housing Grants within the larger framework of the SWEDS grant
 - Began developing a governance structure for the grant

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$96,533

BALANCE: \$276,082

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 3 (February 2017)

Milestones/deliverables for the next reporting period:

- Market assessment of traded sector economy & goods movement in Portland-Vancouver MSA (June 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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$55,723

BALANCE: \$0

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:

- None- project is complete and this plan is in use by the TSMO Regional Mobility Program.

Milestones/deliverables for the next reporting period:

- None – project is complete

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$55,723

BALANCE: \$0

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:

- None – project is complete and the ITS Architecture is in use.

Milestones/deliverables for the next reporting period:

- None- project is complete

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$2,336

BALANCE: \$262,111

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:

- Finalized contract negotiations with consultant. ODOT sent contract to State's Department of Justice for review and approval.

Milestones/deliverables for the next reporting period:

- Consultant notice to proceed and project kick-off.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$161,303

BALANCE: \$305,697

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 (January 1, 2017– March 31, 2017):

60% design submittal package was delivered by the consultant (CH2M) in electronic format via email (Box download) on Monday, March 23rd, 2017.

City Project Manager was transferred during this period from Michelle Miller to Jason Waters. No other major work was performed this period other than new PM getting up to speed with procedures and documentation. Please direct all City correspondence to: Jason Waters, Civil Engineer, City of Sherwood, 22560 SW Pine St., Sherwood, Oregon 97140, 503-925-2304, watersj@sherwoodoregon.gov

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1, 2017-June 30, 2017):

Goal is to have ODOT release the project for the ROW phase by mid-May 2017 and have the 40-day appraisal notification period occur prior to June 30th, 2017. No other major milestones are planned for the next period.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$261,420

BALANCE: \$1,131,648

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 (January 1, 2017 – March 31, 2017):

Project website launched. First Technical Advisory Committee and Task Force meetings held. First project open house and online open house held to provide a project overview, establish bridge use, feedback on three bridge alignment alternatives, and feedback on bridge evaluation criteria. Open house summary completed. Preliminary bridge alignment and location alternatives have been developed. A draft of the Opportunity and Constraints memo, Geotechnical Assessment memo, and Preliminary Hydraulic Investigation memo have been reviewed and commented on. Draft Bridge Evaluation Criteria determined.

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

Hold second Technical Advisory Committee and Task Force meetings to finalize Bridge Evaluation Criteria. Finalize Opportunity and Constraints, Geotechnical Assessment, and Preliminary Hydraulic Investigation memo. Perform preliminary assessment of bridge alignment and location alternatives.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

DOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: Metro & City of Hillsboro

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

PERIOD COVERED: Jan. 1, 2017 – March 31, 2017

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 (January 1, 2017 – March 31, 2017):

Hillsboro, Metro and ODOT staff had a kick off meeting on May 4, 2016. Project scope and schedule have been submitted to Metro. Scope and schedule submitted to ODOT. ODOT provided comments and suggested edits to scope.

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

City is working on suggested ODOT edits to the Scope of Work. Sign-off by ODOT/Metro staff by June 30, 2017.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$ 2,004

BALANCE: \$ 109,441

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.
- Indentify 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.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

Summary Status

Milestones/deliverables for this reporting period (January 1, 2017 – March 31, 2107):

- Continue to negotiate scope of work with ODOT and consultants
- Began scoping the stakeholder outreach strategy

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

- Finalize scope with the selected consultant
- Issue Notice to Proceed (NTP)
- 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

Federal: \$852,000

Local: \$97,516

Total: \$949,516

PERIOD COVERED: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$970

BALANCE: \$948,546

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 (January 1, 2017 - March 31, 2017):

- Agreed upon project scope with top-scoring consultant team (CH2M Hill)
- Completed draft early input survey report
- Presentations to Goose Hollow Foothills League, the Pearl District Neighborhood Association, and the Central City and Transportation Committee joint meeting of the Portland Business Alliance

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

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

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

- Host design charrette as part of Design Week Portland focused on Central Eastside active transportation connections

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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: \$14,307
		Total: \$139,307

PERIOD COVERED: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$106,417

BALANCE: \$32,890

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 (January 1, 2017 – March 31, 2017):

No update for third quarter.

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

No update for third quarter.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$896

BALANCE: \$707,897

NOTE: The above "Expended to Date" reflects only ODOT draws thus far from the County's Local Government Investment Pool (LGIP) account. Through 3/31/17 County staff has spent \$26,224 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 not 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 (January 1, 2017 – March 31, 2017):

1/3/17 Draft negotiated Statement of Work (SOW) (as part of the RFP Sample Contract) and Breakdown of Costs (BOC) forwarded to David Arena at ODOT for staff technical review. 1/18/17 Tech staff comments returned to County for consideration/edits.

1/20/17 County completed pre-screen list of crossing site candidates for pending consultant review following ODOT issued Notice to Proceed (NTP).

1/20/17 County provided following documents to Melanie McMurrick at ODOT: Negotiated SOW (as part of RFP Sample Contract), BOC, consultant profit fee worksheet, Record of Negotiations (RON),

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

staff negotiation notes and internal estimates.

1/25/17-2/15/17 Continued minor format/content revisions of SOW and BOC per input from Melanie.

3/24/17 Received Department of Justice comments on the SOW contract from Melanie. Edits were minor or format in nature and applied by Melanie with concurrence from County.

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

Anticipated ODOT contract execution with selected consultant is anticipated mid-April 2017 time frame followed by ODOT issued NTP to consultant and project kickoff meeting with staff and consultant.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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: January 1, 2017 – March 31, 2107

EXPENDED TO DATE: \$192

BALANCE: \$302,940

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 (January 1, 2017 – March 31, 2017):

No update for the third quarter.

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

No update for the third quarter.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: Clackamas County

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

PERIOD COVERED: January 1, 2017 – March 31, 2017

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 (January 1, 2017 – March 31, 2017):

Clackamas County agreed to become lead agency for the project and implement the study. ODOT provided a draft IGA between Clackamas County, City of Gladstone and ODOT. The County provided responses to the draft IGA to ODOT and City of Gladstone. 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 (April 1, 2017 – June 30, 2017):

- Upon ODOT's finalizing of the IGA, have the County Board of Commissioner's approve and sign the IGA
- If the IGA is implemented and a Notice to Proceed is received, develop a draft RFQ for A&E Services

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$37,227

BALANCE: \$185,663

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 (January 1, 2017 – March 31, 2017):

- Received December 2016 DEQ data. Analyzed DMV data for the number of EVs in Oregon for 2015, June 2016 and December 2016. Developed a method to conduct this activity twice a year. Created a report and have shared it with project partners, Drive Oregon, ODOT and ODEQ. We will be finalizing the report in April to openly share numbers.
- Developed a forecast model to create purchase scenarios based on Portland, State and regional targets. Have shared initially with project partners, Drive Oregon, ODOT and ODEQ. Working on updating methodology based on comments.
- 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 April, 2017. It is ready for distribution.

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

- Launch statewide survey in April.
- Finalize EV forecasting model.
- Release 2016 EV data.
- Plan next Energize Oregon Coalition Outreach conference call for Spring 2017.
- Assist with EVRoadmap 10 planning efforts which will take place June 2017.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: Tualatin Hills Parks & Recreation District

PROJECT:	Beaverton Creek Trail SE Hocken to WST	Federal: \$800,000
		Local: \$91,564
		Total: \$891,564

PERIOD COVERED: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$1,282

BALANCE: \$890,282

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 (January 1, 2017 - March 31, 2017):

THPRD has formally contacted adjacent property owners and is working towards meeting with each to discuss the project and document concerns and support.

THPRD provided ODOT with a detailed Scope of Work utilizing their templates as requested. ODOT has forwarded the SOW to the ODOT Office of Procurement and, if no clarifications/changes need to be made, the scope will be incorporated into an RFP.

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1, 2017- June 30, 2017):

Meetings with adjacent property owners will be held before May 2017 and a summary of who was contacted and their comments regarding the proposed trail alignment will be documented.

Meetings with jurisdictions with easements within the area as noted in title reports will be held no later than mid-May and a summary of the meetings documented.

The Statement of work will be incorporated into an RFP (~4 week process) by ODOT for review and we anticipate advertising in May (4 week solicitation) and consultant negotiations in June.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #:19786

METRO IGA: N/A

FISCAL YEAR: FY 2016-17
ODOT

AGENCIES:

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

PERIOD COVERED: January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$18,472 in quarter (\$116,054 total)

BALANCE: \$2,383,946

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 (January 1, 2017 – March 31, 2017):

- Issue RFP and review consultant proposals for planning and design work phase
- Draft public involvement plan and review with internal ODOT stakeholders
- Coordinate proposed planning and design unit activities for design phase
- Respond to Legislative branch requests for project information
- Edit project fact sheet/outreach material

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

- Finalize design phase scope of work
- Negotiate contract with consultant team
- Kick-off project design phase
- Produce project design phase schedule