

MAKING A
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FY 2016-17 UPWP Quarterly Reporting

3rd Quarter

April 1 - June 30, 2017

June 30, 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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$1,696,644

BALANCE: \$0

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.

- Completed amendment to the 2014 RTP to reflect the Division Street Transit Project locally preferred alternative.
- General outreach/ coordination on RTP.
- Completed Public Comment Summary report of on-line comment opportunity held from March 3 to March 28, 2017 on transportation investment priorities and funding levels.
- Convened RTP transit, safety, freight, equity and design 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.
- 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 to address social equity, accessibility, safety, and public health.
- Continued development of the regional transit vision and related goals, policies and strategies. See other milestones with “Regional Transit Strategy” quarterly report.
- Finalized Call for Projects web resources, project list cost targets, evaluation framework and other materials consistent with policy direction provided by JPACT and the Metro Council.
- Initiated Call for Projects to update RTP Investment Strategy for 2018-2040 plan period on June 1 and provided RTP Project Hub training for agency partners.
- Completed 2015 base year and 2040 No Build travel model network development activities to support RTP system analysis in summer/fall 2017.
- Completed analysis of latest safety data to support update to Regional Transportation Safety Action Plan.

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.
- Complete initial Call for Projects to update RTP Investment Strategy for 2018-2040 plan period and prepared summary information reflecting projects submitted by nominating agencies.
- Draft RTP financially constrained revenue forecast.
- Draft Existing Conditions Chapter for 2018 RTP.
- Initiate travel model network development for 2027 Constrained, 2040 Constrained and 2040 Strategic project lists to support RTP system analysis in summer/fall 2017.
- 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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$80,516

BALANCE: \$0

NARRATIVE:

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

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

Major accomplishments for this reporting period:

- 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
- Participated in joint TPAC/MTAC workshops on project evaluation and project solicitation
- Present draft regional transit vision to technical advisory committee

Major accomplishments for the next reporting period:

- 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 vision and system expansion policy
- Present an update of the regional transit vision to the regional policy committees
- Test draft system expansion policy criteria for readiness

QUARTERLY REPORT

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

FISCAL YEAR: FY 2017

AGENCY: Metro

TASK DESCRIPTION: **Metropolitan Transportation Improvement Program**

BUDGET:	\$1,164,993
PL	\$351,635
STP	\$255,959
Section 5303	\$425,563
Metro	\$131,818

PERIOD COVERED: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$1,090,792

BALANCE: \$74,201

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.

- Submitted 34 MTIP amendments during the 4th quarter via the bundled approach. Sixteen were formal amendments and included adding two new projects. Eighteen were administrative amendments. Most amendments were needed to ensure their funds can be obligated before September 1st.
- Received approval for 55 previously submitted amendments during this period: 65.5% were formal amendments and 34.5% were administrative amendments. Sixteen approved amendments involved funding increases to specific phases to address cost increases to specific phases prior to the phase obligation. Eighteen approved amendments included new projects being submitted into the 2015 MTIP. Eight of the eighteen involved advancing PE phase from 2018 into 2017 allowing the new 2018 STIP projects to initiate their PE earlier. Finally, out of the fifty-five total approved amendments, twenty-six approvals were for ODOT submitted amendments.
- Continued assessing the impact of the newly released STIP/MTIP Amendment Matrix upon MTIP amendment policies. Assisted ODOT develop Region 1 a new “generic” Project Change Request (PCR) form and determined the PCR will be a mandatory requirement for all submitted amendments to reduce amendment communication issues.
- Implemented the new monthly 2015 MTIP update website posting document with known approved amendments as shown below. The Metro MTIP website now includes the original 2105 MTIP as approved along with the current as amended 2015 MTIP. As amendments are approved, the updated MTIP will be posted on the Metro website each month.

- Initiated monthly meetings with ODOT Region 1 to address project delivery and MTIP amendment issues facing both agencies.
- Completed the final draft 2018 MTIP including all air conformity modeling requirements, equity reviews, carryover of projects into the new MTIP, inclusion of the new 2019 RFFA funded projects, inclusion of the new draft 2018 STIP projects, and updated policies and procedures as required
- Completed the required public notification/comment period for the 2018 MTIP.

- Complete required Metro approvals for the new 2018 MTIP
- Receive approval of the 2018 MTIP.
- Develop and submit the correction amendment to the 2018 MTIP (Amendment 01) to reconcile final discrepancies between the MTIP and new 2018 STIP.
- Implement the newly designed PCR for amendments.
- Develop and implement a new MTIP amendment certification form to be used in conjunction with the new PCR form for all MTIP amendments.

Amendment Activity

The following FFY15-18 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period April 1, 2017 through June 30, 2017:

2015 MTIP 3rd Quarter Federal Fiscal Year (April 1, 2017 to June 30, 2017) Approved Amendments								
AMEND NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1237	19533	I-405: FREMONT BRIDGE APPROACH RAMPS	70836	Formal	17-4774	ODOT	Rachelle Nelson	K19533 (Fremont Bridge): Change scope to include deck repairs and add \$14.9M of Fix-It funds to construction phase as approved by the OTC at the October 2016 meeting. Increase PE to \$2,050,000 using funds from the State Bridge bottom line. Update name.
1238	17274	School Bus Diesel Engine Emission Reduction	70012	Formal	17-4774	DEQ	Vaughan Rademeyer	DEQ - Lead Agency Add K17274 School Bus Diesel Engine Emission Reduction to the 15-18 STIP for a total of \$380,000 of Federal CMAQ funds from Metro reserves and local match.
1239	18416	Springwater Trail Gap: SE Umatilla - SE 13th Ave	70639	Formal	17-4774	Portland	Vaughan Rademeyer	Amend K18416 to slip UR & CN to 2017 cancel RW. Increase total project to \$1,838,581 by adding \$344,364 reallocated HPP funds & \$215,636 local agency funds. PE phase increasing by \$110,000 UR phase reducing by \$122,000 CON phase increasing by \$58,200
1240	17268	Red Electric Trail: SW Bertha - SW Vermont Sec	70005	Formal	17-4774	Portland	Vaughan Rademeyer	Amend K17268 Red Electric Trail: SW Bertha - SW Vermont to cancel RW increase PE to \$895,914 by adding local agency funds and increase CN to \$3,095,378 with \$180,360 federal STP from RW and a balance of local agency funds.
1241	19531	I-84/I-5: BANFIELD INTERCHANGE DECK OVERLAY & BRIDGE RAIL RETROFIT	70835	Formal	17-4774	ODOT	Rachelle Nelson	Amend K19531 I-84/I-5: Banfield Interchange Deck Overlay & Bridge Rail Retrofit to increase PE by \$4,000 from statewide IM and the construction phase by \$2,055,000 (\$25,000 from IM and \$2,030,000 from Bridge reserves) as approved at February 2017 OTC.
1242	20703	US30: SANDY RIVER (TROUTDALE) BRIDGE	71007	Formal	17-4774	ODOT	Rachelle Nelson	Add new project; preliminary engineering only at this time.
1243	15389	SE 172nd Ave: Foster Rd to Sunnyside Rd	70084	Formal	17-4774	Clackamas County	Larry Underhill	Correct the PL phase to show \$1,525,206 as obligated. Cancel PE (Funds to be reprogrammed on K17881 K18305 and K19276)
1244	18305	Sunnyside Rd Adaptive Signal System	70645	Formal	17-4774	Clackamas County	Vaughan Rademeyer	Add \$364,190 Metro Federal STP (ex Key 15389) and \$20,362 Local Match to increase CN to \$1,138,552
1245	19276	Jennings Ave: OR 99E to Oatfield Rd	70674	Formal	17-4774	Clackamas County	Vaughan Rademeyer	Amend K19276 Jennings Ave: OR99E to Oatfield Rd to add \$224,191 Federal STP and \$25,660 Match (ex K15389) to increase CN to \$2,940,213
1246	17881	SE 122nd Ave & 132nd Avenue: Sidewalk Connections	70469	Formal	17-4774	Clackamas County	Matt Peterson	Amend K17881 to add \$334,368 federal TAP funds (from K15389) and \$25,340 federal TAP (from Metro contingency) plus local matching funds. Increase PE to \$241,084 and construction to \$594,794.
1247	19287	Transportation System Management & Operations (TSMO) Program	70671	Administrative	N/A	Metro	Ken Lobeck	Add K21039 a new project by splitting \$60,000 Federal from K19287
1248	21039	Regional TSMO Program (2016)	71008	Administrative	N/A	Metro	Ken Lobeck	Add K21039 a new project by splitting \$60,000 Federal from K19287
1249	19288	Transportation System Management & Operations (TSMO) Program	70671	Administrative	N/A	Metro	Ken Lobeck	Add 2 new projects by transferring \$200,000 (Federal) to K21037 and \$ 65,454 (Federal) to K21038.
1250	21037	Portal Regional Archived Data User Service 2017	71009	Administrative	N/A	PSU	Ken Lobeck	Add 2 new projects by transferring \$200,000 (Federal) to K21037 and \$ 65,454 (Federal) to K21038.
1251	21038	Regional TSMO Program (2017)	71010	Administrative	N/A	Metro	Ken Lobeck	Add a new project by transferring \$65,454 Federal from K19288
1252	19289	Transportation System Management & Operations (TSMO) Program	70671	Administrative	N/A	Metro	Ken Lobeck	Add 2 new projects by splitting \$200,000 Federal to K21040 and \$65,564 Federal to K21041
1253	21040	Portal Regional Archived Data User Service 2018	71011	Administrative	N/A	PSU	Ken Lobeck	Add a new project by splitting \$200,000 Federal from K19289
1254	21041	Regional TSMO Program 2018	71012	Administrative	N/A	Metro	Ken Lobeck	Add a new project by splitting \$65,564 federal from K19289

1255	17757	Main St Ph2: Rail Corridor-Scoffins	70594	Formal	17-4774	Tigard	Vaughan Rademeyer	Amend K17757 Main St Ph2: Rail Corridor - Scoffins (Tigard) to remove all federal funds and backfill with funding from the City of Tigard to meet current estimates.
1256	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Formal	17-4774	Tigard	Ken Lobeck	Add \$51,424 Federal STP-U funds and redistribute the existing funding to Increase PE to \$1,283,210 add a RW phase of \$278,614 and decrease CN to \$3,343,363. Slip CN to 2018.
1257	19099	OR224/OR212 Corridor ITS	70785	Administrative	N/A	ODOT	Vaughan Rademeyer	Cost increase to address ADA compliance requirements per CMR-02. The amendment also corrects a MTIP & STIP discrepancy between programmed fund codes
1258	19356	OR212: UPRR Structure - Rock Creek	70808	Administrative	N/A	ODOT	Vaughan Rademeyer	Amend K19356 OR212: UPRR Structure - Rock Creek to increase PE to \$ 896,000 by advancing \$146,000 from the Draft 18-21 STIP.
1259	20208	US30: KITTRIDGE - ST JOHNS	70938	Administrative	N/A	ODOT	Vaughan Rademeyer	Advance PE to 2017 PE phase accelerated to enable project to start PE early
1260	20430	I-5: MP 303.27 - MP 308.63	70972	Administrative	N/A	ODOT	Vaughan Rademeyer	PE phase accelerated to enable project to start PE early. Advance PE to 2017
1261	20682	Greater Portland TIM TEAM - TIM and TSMO	71013	Formal	17-4785	ODOT	Vaughan Rademeyer	Add K20682 Greater Portland TIM TEAM - TIM and TSMO with \$109,076 from the Portland Capability Management Model Funding.
1262	18227	NE Graham Dr Sundial Rd & Swigert Way (Troutdale)	70649	Administrative	N/A	Port of Portland	Vaughan Rademeyer	Amending: Reducing JTA funds and increasing Other local funds. Net funding change is zero
1263	20479	REGION 1 BIKE PED CROSSINGS	71005	Administrative	N/A	ODOT	Vaughan Rademeyer	Amending: Adding and advancing PE phase in to 2017 from 2018 draft STIP
1264	19812	2016 Region 1 Curve Warning Signs	70863	Administrative	N/A	ODOT	Vaughan Rademeyer	Slip CN to 2018 - No changes in MTIP CN already in CN
1265	18807	OR99W: SW Beef Bend Rd - SW Durham Rd	70769	Administrative	N/A	King City	Ken Lobeck	Slip CN to 2018 - MTIP no changes because CN is already in 2018
1266	18020	Sandy Blvd: NE 230th Ave - NE 238th Dr (Wood Village)	70485	Formal	17-4785	Multnomah County	Ken Lobeck	Amending: Adding 640k of local funds to the construction phase to address additional phase requirements
1267	20674	Columbia Gorge Express	71014	Formal	17-4785	ODOT	Ken Lobeck	Adding new project to the MTIP
1268	20702	OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)	71016	Formal	17-4785	ODOT	Vaughan Rademeyer	Adding new project to the MTIP
1269	18836	I-5: N Tigard Intchge - E Portland Fwy. Intchge Sec	70777	Formal	17-4785	ODOT	ODOT	Scope and description changes adding a ROW phase and cost increases to PE and construction phases
1270	20709	OR99W SW Naito Pkway - SW Huber St Phase 1	71017	Formal	17-4785	ODOT	ODOT	Add a new project to the MTIP
1271	20484	SW MULTNOMAH BLVD OVER I-5	70976	Formal	17-4785	ODOT	ODOT	Adding new project to the MTIP. Advancing the PE phase from the 2018 STIP forward into the 2015 MTIP
1272	20482	I-405 NB TO US26 WB OVER I-405 CONNECTION BRIDGE	70974	Formal	17-4785	ODOT	ODOT	Adding new project to the MTIP. Advancing the PE phase from the 2018 STIP forward into the 2015 MTIP
1273	20472	OR99E: CLACKAMAS RIVER (MCLOUGHLIN) BRIDGE	71000	Formal	17-4785	ODOT	ODOT	Adding new project to the MTIP.
1274	20480	I-205 EXIT RAMPS AT SE DIVISION ST	71006	Administrative	N/A	ODOT	ODOT	Adding and advancing PE phase in to 2017 from 2018 draft STIP
1275	20475	I-205 AT OR43	71003	Administrative	N/A	ODOT	ODOT	Adding and advancing PE phase in to 2017 from 2018 draft STIP.
1276	20413	US30BY (LOMBARD) SAFETY EXTENSION	70969	Administrative	N/A	ODOT	ODOT	Adding and advancing PE phase in to 2017 from 2018 draft STIP
1277	21121	OR210: SW Scholls Ferry Rd to SW Hall ITS	71018	Formal	17-4774	Beaverton	Local Agency	Adding new ITS project to MTIP

1278	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	70646	Formal	17-4774	ODOT	ODOT	Cost increase due to ADA compliance requirements for the project. Total Construction phase programmed amount increases from \$300,059 to \$940,899 Total project programming amount increases from \$557,228 to \$1,225,900
1279	19287	Transportation System Management & Operations (TSMO) Program	70671	Formal	17-4774	Metro	Metro	Draw down to new stand alone ITS projects resulting in an empty project grouping bucket. Project will be removed from the MTIP during the 2018 MTIP Update (Key 19287)
1280	19288	Transportation System Management & Operations (TSMO) Program	70671	Formal	17-4774	Metro	Metro	Draw down to new stand alone ITS projects (K19288)
1281	19712	Community Job Connector Shuttle 2018	70857	Formal	17-4785	TriMet	Ken Lobeck	The amendment adjusts the project name to identify it as a broader shuttle service beyond North Hillsboro area as originally programmed and to shift 5307/5339 funds from Key 19334 (FY 2018 Prevent Maint project) to support the program
1282	19334	FY18 Bus & Rail Preventive Maint (5307)	70737	Formal	17-4785	TriMet	Ken Lobeck	The amendment transfers \$445,000 of 5307 and \$445,000 (total \$890,000) from Key 19334 to support the scope expansion to Key 19712.
1283	19275	OR8: Canyon Road Streetscape and Safety Project	70687	Formal	17-4798	Beaverton	Vaughan Rademeyer	Deprogramming all funds and combining them into ODOT's Key 18758 (part of April 2017 Formal Amendment. As a result Key 19275 (this project) is canceled)
1284	18758	OR8: SW Hocken Ave - SW Short St	70757	Formal	17-4798	ODOT	Vaughan Rademeyer	Combining Key 19275 and revising scope for the combined project
1285	20722	Portland Metro Planning SFY 2018	71019	Formal	17-4798	Metro	Ken Lobeck	Adding new FY 2017 funding for planning activities
1286	19283	Regional Planning	70669	Formal	17-4798	Metro	Ken Lobeck	Canceling project and programming to avoid duplication with new project - Key 20722
1287	18019	Arata Rd - 223rd - 238th (Fairview/Wood Village)	70484	Formal	17-4798	Multnomah County	Ken Lobeck	Adding funding to PE ROW and Construction phases to address phase funding shortfalls. As a result the construction phase can obligate it federal funds before the end of federal fiscal year 2017
1288	18804	I-205: Johnson Creek Blvd - Glenn Jackson Bridge	70767	Formal	17-4798	ODOT	Vaughan Rademeyer	Combining funds from older Key 18433 Key 19070 and new STIP Key 20483 (in new draft 2018 MTIP) into this Key 18804. Funding originally was not secured for the entire project and planned to be completed as multiple projects. Full funding has now been secured and the four projects are being merged together. No change to limits.
1289	19070	I-205: I-84 - SE Stark/Washington Street	70783	Formal	17-4798	ODOT	Vaughan Rademeyer	PE funding is being transferred to Key 18804 as part of the four project merger. As a result Key19070 is being canceled as part of this amendment bundle.
1290	18772	OR212: SE Richey Rd - US26	70761	Formal	17-4798	ODOT	Vaughan Rademeyer	Added funding to PE phase funding shortfall and slipping ROW to FY 2018
1291	18779	OR213: SE Lindy St - SE King Rd	70709	Formal	17-4798	ODOT	Vaughan Rademeyer	Cost increase to PE and Construction to address ADA compliance requirements and worsening pavement conditions
Note: Administrative amendments do not require formal approval by JPACT and Metro Council, plus do not require a formal resolution as part of the amendment approval.								

- 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. 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).

f. CN =Construction phase. Example: "Add CN to Key 19149 & increase ..." means adding the Construction phase to project through the amendment.

g. 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).

h. ROW or R/W= Right-of-Way phase.

i. Other= A unique MTIP implementation phase for certain project types where the activities do not fit into the PE or Construction phases. Programming funds in this phase is by FHWA and FTA approval. It is primarily use for Transit and ITS projects.

j. Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PEso the project can begin NEPA All projects will planning phase programming become a UPWP

- Project.
2. Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.
 - a. Administrative changes are minor and have no impact to conformity or financial constraint.
 - b. Formal amendments do not impact conformity, but may have significant policy impacts and require formal approval by Metro's JPACT and Council. Demonstration that no impact to financial constraint is also required. USDOT provides final approval of Formal amendments.

QUARTERLY REPORT

GRANT: FY 2016 STP

FISCAL YEAR: FY 2017

AGENCY: Metro

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

PERIOD COVERED: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$5,151

BALANCE: \$23,183

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:

- Released Air Quality Conformity Determination for the 2018-2021 MTIP for Public Comment. (April - May 2017)
- Developed public comment report and Metro staff responses to public comment themes for the Air Quality Conformity Determination for the 2018-2021 MTIP (June 2017)
- Finalized Air Quality Conformity Determination and report findings for the 2018-2021 MTIP. (June 2017)
- Transportation Policy Alternatives Committee (TPAC) took action and approved the Air Quality Conformity Determination for the 2018-2021 MTIP. (June 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:

- Joint Policy Advisory Committee on Transportation (JPACT) approval and Metro Council Approval of the Air Quality Conformity Determination for the 2018-2021 MTIP. (July 2017)
- Submit to U.S. EPA (for review) Federal Highway Administration and Federal Transit Administration for approval. (August 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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$122,041

BALANCE: \$16,175

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 Transportation Plan project solicitation process.
- For the Southwest Corridor Plan, continued developing engagement plan and began 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.
- Partnered with the cities of Portland and Tigard to convene an equity and housing workgroup to assist in the identification of actionable strategies to preserve and create more housing choices in the Southwest Corridor.
- For the Powell-Division corridor study, continued to support TriMet in engaging environmental justice populations and establishing relationships and partnerships with organizations serving environmental justice populations in preparation for NEPA (under a Categorical Exclusion).
- Conducted 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).
- Conduct the annual community summit, which focused on discussion groups with communities of color to provide direction on department equity plans.

Major accomplishments for the next reporting period:

- Continue to coordinate with implementation of the Metro Equity Strategy.

- Continue strategy development to address public recommendation on the 2014 Civil Rights Assessment on the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), which will expand to become, in part, the Transportation Equity Analysis process to be used in future planning efforts. For the Southwest Corridor Plan, continue engagement plan 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.
- Continue to partner with the cities of Portland and Tigard to convene an equity and housing workgroup to assist in the identification of actionable strategies to preserve and create more housing choices in the Southwest Corridor.
- For the Division Transit Project, continue to support TriMet in engaging environmental justice populations and establishing relationships and partnerships with organizations serving environmental justice populations through the NEPA Categorical Exclusion process; prepare materials for the Title VI and Environmental Justice analysis.
- Submit updated Title VI Plan to ODOT.
- Reconvene community summit participants for additional feedback 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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$94,738

BALANCE: \$387,139

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:

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

Major accomplishments for the next reporting period:

- Annotated Table of Contents developed
- Draft visualizations and sample chapter developed
- Second Work Group meeting
- Presentations to MTAC and TPAC

QUARTERLY REPORT

FISCAL YEAR: FY 2017

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: April 1, 2017 – June 30, 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:

- For the Southwest Corridor Plan, continued stakeholder and public outreach to begin DEIS and continue to convene Citizens Advisory Committee.
- Conducted a public comment opportunity on the Metropolitan Transportation Improvement Program.
- Conducted the annual community summit, which will focus on discussion groups with communities of color to provide direction on department equity plans.
- Released the next in the Regional Snapshot series, focused on transportation funding.

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.

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$47,434

BALANCE: \$67,252

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, ODOT worked with staff to start the programming and coding of the enhancement.*
 - *Update: Metro staff continued to work closely with ODOT Local Agency Liaisons to review all upcoming TSMO and ITS projects and track 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 ODOT Region 1 in Portland April 12, May 10 and June 14.*
 - *April meeting included a presentation of SW Washington's regional TSMO*

Plan and a preview of Metro's 2018 RTP Call for Projects. There was a brief discussion of what might go into the Portland region's next TSMO plan. There was a brief update on regional data communications priorities and then discussion of the PORTAL data archive enhancement work plan for the year ahead. This was Dennis Mitchell's last meeting as Chair of TransPort. Interim co-chairs were identified: Jon Makler (ODOT) and Ted Leybold (Metro).

- *May meeting included ODOT staff discussing how they will cover Dennis Mitchell's work. TransPort discussed considerations for choosing among four projects that will improve data communications infrastructure and heard an update on PSU's Bike-Ped Portal that includes counts. Lastly, TransPort heard about grant applications moving forward: ODOT applying for ATCMTD and STSFA and a PSU proposal for NITC research funding.*
- *June meeting included a presentation on new Automated Traffic Signal Performance Measures (ATSPM) that are under development and eventually will be available to users of the Central Signal System. Metro led discussion on the 2018 RTP Call for Projects for the regional TSMO Program.*
- *PORTAL PSU finalized the work scope for the next year with input from the TAC and TransPort. <http://portal.its.pdx.edu/home>*
- *Staff attended the Cooperative Telecommunications Infrastructure Committee May31 at TriMet. Staff led discussion on standardizing cost estimates for regional priority projects.*
- *The ITS Network Management Team (NMT) did not meet this quarter but will meet in July.*
- 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)
 - *PBOT working through the IGA process with ODOT.*
- 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)
 - *April TransPort meeting included hearing SW Washington's TSMO Plan update and a brief discussion of what should be included in the Portland region's update.*
- 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.*
- *TSMO program coordination will continue with monthly TransPort, ITS NMT and other related meetings.*
- The TSMO Program will include updated descriptions in the 2018 RTP Project lists.
- ITS Network switches will be replaced.

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$1,692,287

BALANCE: \$563,084

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:

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)

- The final report for pedestrian safety campaign Oregonian Crossing was presented and distributed to partners.
- Metro is finalizing the report for evaluating efforts of the Collaborative Marketing Group. Report will be presented in Q1.
- Metro initiated a project to discover how best to communicate to communities of color about travel options. A month-long panel survey will be initiated in Q1.
- RTO and Metro staff produced a series with newsfeed stories, videos and infographics to inform on details of the region's Safe Routes to School efforts.
<http://www.oregonmetro.gov/news/getting-class-safely-6-key-findings-new-report-portland-area-schools>

Next Quarter:

- Initiate research phase on transportation and behavioral change messaging for Communities of Color.
- Continue to update regional transportation photography asset library.
- Finalize revised contract for work for 2017-2018 funding opportunity from ODOT for marketing and outreach.

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 Q4. Funds are depleted until Q1 2018.

Next Quarter:

- Outreach push to community groups to offer sponsorships.

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

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 April 1 and June 30, 2017. The Regional Network totals 18,109 registrants, with 1,834 active. Total savings this quarter were \$19,751; 2,799 gallons of gas; and, 52,288 pounds of CO₂.
- Staff continues to attend State DLC meetings for both Oregon and Washington.
- Discussion continues for the 2017 challenge and next steps moving forward.
- Metro continues to provide contact information for vanpool provider Enterprise Rideshare (vRide is now part of Enterprise Rideshare), 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.
- In the 4th quarter, Drive Less Connect staff responded to 10 support calls and emails. Calls included user and administrator support. These numbers have increased marginally this spring. Support time has been dedicated to network administration updates and 2017 challenge logistics. There were no new networks or administrators added to Drive Less Connect this quarter. RTO staff will continue to attend Oregon Drive Less Connect meetings.

Next Quarter:

- Continue management and support of the network and stay informed concerning 2017 Oregon Drive Less Challenge and next steps.

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 continues with Nelson\Nygaard. The first evaluation report on Commute Options will be released in July. A workshop was held with RTO partners to discuss challenges and successes with the current evaluation framework. The feedback was considered when updating the RTO partnership requirements and will be considered in the RTO Strategy update.
- Metro staff developed an RFP for the 2017 Travel & Awareness Survey. The telephone survey will collect data on the behaviors and attitudes of travelers, and is currently being updated to consider current and future trends in the region. Proposals will be scored next quarter.
- 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 continues to provide employer outreach. Progress reports will resume once TriMet hires a database staff. The position was posted this quarter and is expected to be filled next quarter.

Next Quarter:

- Neighborhood & Community Options, the second in the RTO program evaluation series, is currently being developed and will be published towards the end of July.

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

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 Q4 16-17 has not yet been submitted. Q3 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 – Report for Q3 submitted. Progress is being made on all project tasks.
- Clackamas Community College, Student Transportation Initiative – In Q3, Managed a CCC Xpress shuttle ridership increase of 23% for Winter Term 2017 compared to Winter Term 2016 for a total of 8,882 rides, providing an average of 225 rides per day to students and members of the community. This is the result of in-person outreach on transportation options to students, staff and faculty; plus, promotions on social media, reader boards and email. Q4 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 Chamber East County Bicycle Tourism Initiative –Marketing and outreach activities with local businesses are ongoing. Planning for cycling event is under way. Housing Authority of Wash. Co., Aloha Park Bike Shelters – Housing Authority built one set of sheltered bike racks and designed the second.
- 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. May Bike More Challenge was held. Of the 12,445 participating riders, 2,326 were new. Miles of auto trips replaced by new riders totaled 116,144.
- Verde, Living Cully Walks, Phase 2 – This grant project was completed and reported on last quarter.
- Washington County, Washington County Travel Options Planning – This grant project was completed and reported on last quarter.
- 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 their annual meeting May 25 at WTA-member Vernier Software to celebrate their twentieth year. Recent highlights shared in WTA's annual report include a bike-share pilot project linking several employment sites to transit and nearby services and new bike parking at nine community-identified locations in Aloha-Reedville <http://www.wta-tma.org/wp-content/uploads/AR-for-website-compressed.pdf>.

Next Quarter:

- Progress updates from RTO grantees.

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

- RTO Staff is in the process of completing grant agreements with 17-19 grantees in preparation for the beginning of the grant cycle.

Next Quarter:

- Grant agreement process will be completed.

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$85,668

BALANCE: \$28,797

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 meetings in April, May, and June.
- Coordinated with local jurisdictions to determine the modeling impacts of the projects in the 2040 RTP Committed network.
- Coordinated with ODOT on Metro's recommendations for the National Highway Freight Network (NHFN), including a JPACT meeting on April 20, 2017 for a resolution and JPACT recommendations for Metro Council to consider.
- Wrote a draft letter to the Oregon Transportation Commission from the Metro Council to ask for a reallocation of the miles allotted to the Metro region for additions to the NHFN.
- Facilitated the sixth meeting of the Regional Freight Work Group on May 17, 2017.
- Gave a presentation to TPAC on the Regional Freight Strategy on May 26, 2017.
- Provided Metro Council a briefing on the Regional Freight Strategy on May 9, 2017.

Milestones/deliverables for the next reporting period:

- Participate in Portland Freight Advisory Committee and Oregon Freight Advisory Committee.
- Prepare presentation material for the seventh meeting of the Regional Freight Work Group in October of 2017.
- Develop a work group schedule and draft agenda items for 2017 Regional Freight Work group meetings.
- Give presentations on the Regional Freight Strategy to JPACT on July 20th.
- Coordinate with local jurisdictions to determine the modeling impacts of the projects in the 2040 RTP Financially Constrained network.
- Draft a table of contents for the Regional Freight Plan update including new chapters and sections.

- 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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$1,375,099

BALANCE: \$106,009

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.
- Provided data and analysis in support of the Metro State of Safety Report
- Provided data and consultation for PSU's Housing Data Hub

GIS Data Development and Maintenance

- Provided ongoing RLIS customer support
- Provided data, mapping and analysis in support of the Urban Growth report
- Maintained and provided support for the web-based mobile data collection tool, interactive map, and database for the Reduce Illegal Dumping (RID) team
- Executed contract to collect traffic counts for the region, data that feeds modeling services
- Successfully published the 84th consecutive release of the RLISLive data set

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
- Provided data, mapping and analysis to the Regional Trails update
- Provided data, mapping, and technical support to the Southwest Corridor Equitable Housing project
- Updated the findyourpark.oregonmetro.gov website to handle Spanish language users in tuparqueideal.oregonmetro.gov
- Completed modernization on RLIS Discovery, data delivery mechanism
- Provided technical support to the Investment Areas' Economic Value Atlas
- Provided data, mapping and analytical support to the Regional Transit Strategy
- Went live with
- Continued 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
- 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 public information and excellent 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 technical support to Southwest Corridor Equitable Housing project
- 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. Begin work on RLIS-derived performance metrics for Parks & Nature
- Begin work on a standalone report center that will allow for web-based access to reports and

charting

- Benchmark geocoder for TriMet grant to upgrade application for planning multi-modal trips.
- Upgrade all Agency ArcGIS Desktop from v10.1 to v10.5.1
- 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 support for regional Smart Cities effort
- Produce reporting/dashboard tools for the Reduce Illegal Dumping (RID) team
- Host 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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$309,477

BALANCE: \$76,703

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:

- MetroScope validation progress report – after a series of preliminary testing, staff defined the set of validation and test metrics, identified a list of validation graphics to produce in the report
- MetroScope preliminary testing included:
 - 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)
- Continuation of LDMS work plan – refinement of SF and MF database structures to add condo, attached SF housing definitions and align attribute definitions of structure type with Census definitions
- Convened DSP peer review panel to validate model assumptions and algorithms – pre-meeting and post-meeting reports were prepared for the proceedings
- Consultant produced deliverables for the Develop Supply Processor (DSP) model
 - PowerPoint presentation by lead consultant to expert peer review panel
 - 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
- Finalized and delivered to transportation planning the wage profile dataset for the MTIP and RTP
- Produced year 2027 TAZ interpolations based on the adopted 2015-40 Distributed Forecast (including correcting a spatial error in assigning HIA distributions to the Distributed Forecast)
- Convened inaugural meeting of the Land Use Technical Advisory Group. Provided a summary overview of the schedule of research topics that the group will be tackling in future meetings.
- Residential SP study – consultant completed Task A – data processing and evaluation and completed the initial analytics for Task B – model estimation
 - Consultant completed a set of candidate weights and the initial model equation estimation plus a set of diagnostic analysis as spelled in the 6 subtasks of Task B.
 - Metro staff and consultant team must decide on appropriate sample weights to proceed.
 - Metro staff and consultant team must also determine the appropriate model structure to proceed on to Task C – model application development.

Planned major accomplishments/milestones for next reporting period:

- Convene MetroScope national expert review panel to analyze validation report and make short-term and long-term model development recommendations
- MetroScope validation – conclusion of validation analytics, convene national expert peer review panel, document recommendations, implement available near term fixes, or incorporate other recommendation into a 5-year research and development plan
- DSP model development - consultant expected to handover bug-free DSP model, including
 - Process flow chart
 - General model documentation (PowerPoint presentation and final written report)
 - Detailed information on ordered changes in the DSP model concerning:
 - Conversion factors and backcasting methodology for redevelopment
 - Inclusionary zoning
 - Sub-regional entitlement screen for select development prototypes
 - Brownfield redevelopment
- Residential SP study – continuation of work scope agreement
 - Metro staff and consultant team must decide on appropriate sample weights to proceed (this may be superseded by the third bullet if a suitable explanation is not found)
 - Metro staff and consultant team must also determine the appropriate model structure to proceed on to Task C – model application development (this may be superseded by the third bullet if a suitable explanation is not found)
 - Note: work scope may be amended because of possible irregularity in findings in Task B. – model equations did not pass all statistical test and suggest more research into why the estimated coefficients do not have the correct sign and proper magnitudes.
- Preliminary DRAFT regional forecast: population, employment, income and wages

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$957,901

BALANCE: \$401,601

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 develop, 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.

Trip-Based Model

- Modeling staff completed validation of the next-generation trip-based travel demand model (code-named Kate). Staff will complete draft versions of the validation and update model documentation.

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 ongoing

Model Maintenance

Modeling Network Attributes

- Work was completed 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)
- Staff attended/presented at the Planning Applications Conference in May.

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

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

- The fully calibrated and validated will be applied for the purposes of the RTP update.

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)

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$740,059

BALANCE: \$0

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:

- Working model updates have been completed and delivered, but additional calibration/validation and model testing remains
- Conduct FHWA project evaluation meeting

Planned major accomplishments/milestones for next reporting period:

- Delivery of Final Calibrated and Validated Behavior-Based Freight Model
- Delivery of Final Report and Documentation, which is currently in draft version
- Closing Out of Contract

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$52,733

BALANCE: \$45,689

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)

- Researched “Interim” model assignment concerns for Washington County. Attended meeting to discuss findings and next steps.
- Prepared data from the Washington County Transportation Futures Study (WCTFS) for City of Hillsboro.
- Bicycle route-choice modeling support conducted for for the City of Portland.

Data and Modeling Services (private agencies)

- Travel model outputs were provided to consultant on an as-requested based basis.

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$212,418

BALANCE: \$198,201

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 April (Salem).
- Planned and conducted MPO staff meetings in May and June.
- Adopted 2017-18 UPWP and completed federal self-certification.
- Received federal quadrennial certification acknowledgement from FHWA.

Major accomplishments for next reporting period:

- Participate in the quarterly MPO/Transit District meeting in Eugene (July).
- Participate in Oregon MPO Consortium (OMPOC) meeting in Portland (August).
- Coordination of ongoing MPO committee activities.
- Organize and conduct monthly MPO staff meetings.
- Begin expanded 2018-19 UPWP process.

QUARTERLY REPORT

GRANT: Powell/Division STP
Other Funds

FISCAL YEAR: FY 2017

AGENCY: Metro

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

PERIOD COVERED: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$1,234,918

BALANCE: \$248,365

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:

- 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

Milestones/deliverables for the next reporting period:

- Conceptual design completed (15%) (July 2017)
- Outreach on station locations and service planning concepts (ongoing)
- Initiation of outreach to Tribes and the State Historic Preservation Office (Summer 2017)
- Land Use and Development Technical Report (August 2017)
- Traffic analysis (August 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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$2,167,754

BALANCE: \$0

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:

- Began analysis of potential project impacts and mitigations
- Release initial information on branch vs. through alignment options
- Release initial information on PCC connection options
- Release initial information on Railroad vs I-5 alignment options in Tigard
- Continue in-depth community planning process along Barbur Boulevard for HCT and related active transportation design
- Public outreach to gather input on issues, including door to door engagement of businesses on Barbur Blvd and individual meetings with concerned property owners
- Public outreach to increase public awareness of the project
- Continue early opportunity project implementation, including roadway, active transportation, safety, parks and habitat projects
- Continue to collaborate with project partners to support community vision
- Continued Community Advisory Committee, with three meetings in the reporting period, plus a voluntary tour of the proposed LRT alignments
- Received agency responses on draft methods and began drafting final methods for submission to FTA
- Provided FTA with annotated outline for DEIS

- Continue to evolve technical information around ridership and related inputs
- Worked with FTA to initiate Section 106 consultation process around impacts to historic structures

Milestones/deliverables for the next reporting period:

- Create and release Public Involvement Plan for environmental review.
- Begin to share significant impacts information with project partners, Community Advisory Committee and Steering Committee
- Continue in-depth community planning process along Barbur Boulevard for HCT and related active transportation design
- Continue public outreach to gather input on issues and increase public awareness of the project and decision making process
- Ensure environmental justice process including critical engagement is being undertaken
- 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: April 1, 2017 – June 30, 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:
 - Hired the environmental consultant firm Maul Foster Alongi to begin developing an assessment plan for the Riverwalk, Phase I portion of the Willamette Falls site.

- Submitted Programmatic QAPP (Quality Assurance Project Plan) for EPA and DEQ review
- Contracted with IZO Marketing on the creation of educational and outreach materials for use in Summer 2017.
- Hired environmental consultant firm Stantec to begin implementation of the EPA approved work plan for the McLoughlin Corridor.
- Met with the Oak Lodge History Detectives to incorporate their historical data in the inventory update process
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Finalized scope and submitted to FTA for approval
 - Wrote RFP for the hiring of a consultant team to help implement Tasks 1-3 of the scope of work
 - Recruited participants for the Project Oversight Committee and set initial meeting date for July 14
 - Continue to support the implementation of the Portland and Tigard Equitable Housing grants as part of the larger SWEDS effort

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:
 - Obtain Programmatic QAPP approval from EPA and DEQ
 - Begin initial sampling on the Willamette Falls site
 - Attend various public engagement opportunities throughout the McLoughlin Corridor
 - Update regional brownfield inventory
 - Finalize selection and prioritization criteria with the Brownfield Advisory Group
 - Begin outreach to specific property owners to encourage participation in the program
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Hire consultant to assist in implementing Tasks 1-3 of the approved scope of work
 - Hold first Project Oversight Committee meeting
 - Recruit membership for remaining advisory groups (Business & Workforce and Finance & Investment) and target a September/October meeting date for each
 - Have 1st draft of SW Corridor community profiles ready for 2nd SPOC meeting

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$150,465

BALANCE: \$222,150

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:

- Final consultant scope (May 2017)

Milestones/deliverables for the next reporting period:

- Progress on Draft market assessment of traded sector economy & goods movement in Portland-Vancouver MSA (July 2017)
- Final market assessment of traded sector economy & goods movement in Portland-Vancouver MSA (August 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: April 1, 2017 – June 30, 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: April 1, 2017 – June 30, 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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$9,263

BALANCE: \$255,184

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:

- Notice to proceed with DKS as prime consultant and Stantec as subconsultant.
- June 8 kick-off meeting with Project Steering Committee at Metro
- June 28 – FHWA ICM Evaluation Workshop at Metro
- Draft Stakeholder Participation Plan
- Draft Project Management Plan

Milestones/deliverables for the next reporting period:

- Consultant notice to proceed and project kick-off.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY2016-17

AGENCIES: Clackamas County

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

PERIOD COVERED: **4th Quarter:** April 1, 2017 – June 31, 2017

EXPENDED TO DATE: \$0

BALANCE: \$224,990

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) %

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete and the project is moving to complete final reimbursements) 2017

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 (April 1, 2017 – June 31, 2107):

Clackamas County agreed to become lead agency for the project and implement the study. In the previous quarter, ODOT provided a 3-party draft IGA between Clackamas County, City of Gladstone and ODOT and the County provided responses. In this quarter, ODOT provided responses to County's comments and County provided additional responses. It appears the County and ODOT are in agreement to the language and ODOT needs to perform one last review. 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.

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

- Upon ODOT's finalizing of the IGA, have the County Board of Commissioner's approve and

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

- 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 #: 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: **4th Quarter:** April 1, 2017 – June 31, 2017

EXPENDED TO DATE: \$0

BALANCE: \$557,227

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%)

0%

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete and the project is moving to complete final reimbursements)

2017

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 (April 1, 2017 – June 31, 2017):

Working on amending the work scope for the project.

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

IGA submitted to ODOT for execution.

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: **4th Quarter:** April 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$2,409

BALANCE: \$109,036

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) %

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete and the project is moving to complete final reimbursements)

2017

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.

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(PROJECTDEVELOPMENTPLANNING)

- Coordinate with other partners/agencies on future trail connection from Elk Rock Tunnel (south portal) to new Sellwood Bridge. This will be done in a future study or will rely on past plans conducted by Metro and its partners. Past plans will be updated as necessary.
- Define constructability issues with preferred alignments.

Summary Status

Milestones/deliverables for this reporting period (April 1, 2017 – June 30, 2017):

- Continued to negotiate scope and budget

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

- Finalize scope and budget
- Initiate notice to proceed with project Consultant

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #:19786

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: ODOT

PROJECT: I-205 Stafford Rd to OR99E

Federal: \$2,305,500

Local: \$194,500

Total: \$2,500,000

PERIOD COVERED: **4th Quarter:** April 1 – June 30, 2017

EXPENDED TO DATE: \$269,377

BALANCE: \$2,230,623

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:
(0 to 100%)

5%

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete and the project is moving to complete final reimbursements)

March 31, 2019

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 (April 1, 2017 – June, 31, 2017):

- Selection of lead consultant and sub-consultant team
- Design phase scope of work completed with consultant team
- Completed negotiations with consultant team
- Briefing meetings with jurisdictional partners

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

- Consultant Notice-to-Proceed on project design
- Design Phase kick-off
- Produce project design phase schedule
- Develop public involvement plan

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: **4th Quarter:** April 1, 2017 – June 31, 2017

EXPENDED TO DATE: \$37,492

BALANCE: \$265,639

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: (0 to 100%)	10%
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ESTIMATED COMPLETION DATE:	August 2018
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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 (April 1, 2017 – June 31, 2107):

- Compiled data and maps on existing (planned) projects in Southwest Portland as an initial inventory
- Public events: project team staffed a booth at both the PBOT Fixing Our Street (3/23) event and the 4/25 Safe Routes to School event for the Wilson Cluster
- Assembled the Public Involvement Plan and rounding off the composition of the Community Working Group membership.

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(PROJECTDEVELOPMENTPLANNING)

**Planned major accomplishments, milestones or deliverables for the next reporting period
(July 1, 2017 – September 30, 2017):**

- Release maps of existing projects (active transportation system improvements) for public review and feedback on missing projects
- Convene the initial meeting of the Community Working Group
- Participate in Outreach events, including Multnomah Days in August

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: April 1, 2017 – June 30, 2017

EXPENDED TO DATE: \$104,853

BALANCE: \$844,663

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:
(0 to 100%)

%

ESTIMATED COMPLETION DATE:
(When all project deliverables are complete and the project is moving to
complete final reimbursements)

2017

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 (April 1, 2017 - June 30, 2017):

- Received procurement certification for A&E and Related Services consultant selection from ODOT
- Issued Notice to Proceed to CH2M for Planning and Development phase work
- Hosted design charrette concurrent with Design Week Portland focus on active transportation and the Green Loop in the Central Eastside
- Presentations to Central Eastside Industrial Council's Land Use Committee, the Freight Advisory

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)
Committee and the Portland Business Alliance's Central City and Transportation Committees.

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

- Kickoff meeting with consultant team scheduled for 7/13
- Begin stakeholder interviews, assemble stakeholder Sounding Board, form TAC (Task 2)
- Begin Policy Framework and Existing Conditions work (Task 3)

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: **4th Quarter:** January 1, 2017 – March 31, 2017

EXPENDED TO DATE: \$125,217

BALANCE: \$14,090

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

100%

ESTIMATED COMPLETION DATE:

March, 2017

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 (April 1, 2017 – June 30, 2017):

Task 7 Final Report was completed in March, 2017

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

None

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: **4th Quarter:** April 1, 2017 – June 31, 2017 - \$33,523

EXPENDED TO DATE: \$116,927

BALANCE: \$83,072

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 55%

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete and the project is moving to complete final reimbursements) 2017

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 (April 1, 2017 – June 31, 2107):

- Met with Forth and DEQ to discuss relationship with EV data. The three organization will work together to provide semi-annual numbers. PSU will do data analysis for Forth, who will use the numbers in outreach material and put on the Forth website. PSU has provided 2016 numbers to Forth. Forth is in process of developing the format of providing the numbers to the public and any partners.
- 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. PSU met with partners to review the methodology and are updating the methodology.
- Finalized survey questions for the statewide survey. The survey launched June, 2017 and will be

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

closed on July 20th.

- Forth launched Go Forth Electric Showcase in May 2017. The showcase is a store front where people can come and learn about EVs and test drive.
- Provided input on the EVRoadmap 10 planning efforts which took place June 2017.

**Planned major accomplishments, milestones or deliverables for the next reporting period
(July 1, 2017 – September 30, 2017):**

- Analysis EV survey data and report on the results.
- Finalize EV forecasting model.
- ODEQ will release June 2017 EV data in late July. We will work on the analysis of that data and provide it to project partners.
- Meet with Forth on the EVRoadmap 10 to debrief on the event and develop outreach lesson learned from the event.
- Forth is hosting a celebration in honor of the grand opening of the Go Forth Electric Showcase on July 22.
- Work with Forth to develop lessons learned from the showcase comments and data usage.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18280

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: City of Sherwood

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

PERIOD COVERED: **4th Quarter:** April 1, 2017 – June 31, 2017

EXPENDED TO DATE: \$163,641

BALANCE: \$303,359

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: %
(0 to 100%)

ESTIMATED COMPLETION DATE:
(When all project deliverables are complete and the project is moving to
complete final reimbursements) 2017

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 (April 1, 2017 – June 31, 2017):

There were no major milestones or deliverables during this reporting period. The final deliverable is the Project Prospectus and a Final Draft was delivered by CH2M in December 2016. This project is nearly complete and documents required for formal acceptance by the City need to be worked out with the Local Agency Liaison in order to close the project out.

Note that the assigned ODOT Local Agency Liaison (LAL) has changed from David Arena to Justin Shoemaker.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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

1. City Project Manager and ODOT LAL to discuss/confirm items needed from City to complete the project to 100%, which should be something to document formal acceptance of the Project Prospectus by the City. The City is happy to sign the final draft Project Prospectus if that will suffice for acceptance. TBD.
2. Formal closeout of Project 2 and fund balance transfer to Project 1.

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 WS	Federal: \$800,000
		Local: \$91,564
		Total: \$891,564

PERIOD COVERED: **4th Quarter:** April 1, 2017 – June 31, 2017

EXPENDED TO DATE: \$2,874

BALANCE: \$888,690

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%)

%

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete and the project is moving to complete final reimbursements)

2017

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 (April 1, 2017 - June 31, 2017):

ODO and DOJ are in the final process of reviewing the scope of work and RFP and anticipate advertising in July.

Most property owners have been contacted and are supportive of the proposed trail corridor.
Local jurisdictions have been contacted.

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

The RFP will be advertised, reviewed and scored, a consultant chosen, contract negotiated and signed.

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: **4th Quarter:** April 1, 2017 – June 31, 2017

EXPENDED TO DATE: \$19,617

BALANCE: \$689,176

NOTE: The above "Expended to Date" reflects only ODOT draws thus far from the County's Local Government Investment Pool (LGIP) account. Through 6/15/17 County staff has spent \$31,435 for work related to RFP development, proposal reviews, Statement of Work negotiations with consultant and site screening work. County staff submitted a reimbursement invoice to ODOT on 4/4/17 for County costs expended thru 3/31/17 (\$18,332.42), but no ODOT reimbursement payment has been made yet, thus the above "Balance" does not include this staff cost. Since consultant has not yet provided their first invoice to ODOT for project work, there are no related consultant costs thus far.

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

Consultant started work 4/5/17 (NTP from ODOT). Estimated project work complete: 30 %

ESTIMATED COMPLETION DATE:

See below Summary Status discussion. Anticipated original work completion date: October 2017. Estimated revised completion date: November 2017

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.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

Summary Status

Milestones/deliverables for this reporting period (April 1, 2017 – June 30, 2017):

4/5/17 David Arena (Region 1 Local Agency Liaison) issued NTP to project consultant (Kittelson and Associates)

County staff worked on project web page development:

<http://www.co.washington.or.us/LUT/TransportationProjects/arterial-pedestrian-crossings-analysis-project.cfm>

4/20/17 Project Kickoff Meeting with County and Kittelson staff. Justin Shoemaker (new Region 1 LAL) attended by conference call. Kittelson subsequently started work on initial crossing sites screening memorandum.

5/15/17 Conference call monthly status meeting with County and Kittelson staff. Focus was on review of draft content for the screening memorandum.

6/19/17 Monthly status meeting with County and Kittelson staff. Focus was on the latest version of the screening memorandum. Shelley Oylear indicated staff input on the memorandum should be complete for the open house after the County Traffic Engineer provides his input within the next 2 weeks. Staff reviewed content and format of the pending online open house. County project manager reviewed the project timeline: The ODOT-Kittelson contract SOW addresses the project 6 month timeline in terms of consultant activities. During the status meeting, it was realized that County staff implementation of the online open house (including online open house web page development, notification and collection of public input) would add an approximate 4-5 weeks on the original SOW 6 month timeline. Hermanus Steyn at Kittelson indicated the added 4-5 weeks of County staff time for the online open/public involvement would cause no additional consultant expenses.

6/28/17 County staff held a public involvement process review mtg. Meeting included attendance of staff web editor and focus was on the online open house web page format, referenced materials and timing of activities.

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

7/28/17 Planned “Go Live” date for the public online open house. Duration on the online open house will be 30 days.

Subsequently staff and consultant will review public input received. Then based on findings and recommendations, Kittelson will finalize the crossing sites screening memorandum. The ultimate memorandum will include the final 8 crossing sites to be advanced to 30% design.

Continued monthly status staff meetings or conference calls.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2016-17

AGENCIES: City of Wilsonville

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

PERIOD COVERED: **4th Quarter:** April 1 - June 30, 2017

EXPENDED TO DATE: \$382,327

BALANCE: \$1,010,741

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 25%

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete and the project is moving to complete final reimbursements)

November 2018

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 (April 1, 2017 – June, 31, 2017):

Second Technical Advisory Committee and Task Force meetings held. Opportunity and constraints report finalized. Bridge evaluation criteria finalized. Geotechnical assessment and hydraulic investigation memos finalized. A draft of the traffic impact analysis has been reviewed and commented on. A preliminary assessment of the bridge alignments and location alternatives has been completed by consultant team.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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

Hold third Technical Advisory Committee and Task Force meetings to make bridge alignment and location recommendation. Complete archaeological and cultural resources work in coordination with the Confederated Tribes of the Grand Ronde.