

MAKING A
GREAT
PLACE



FY 2017-18 UPWP Quarterly Reporting

1st Quarter

July 1 - September 30, 2017

September 30, 2017

QUARTERLY REPORT

GRANT: FY 2018 PL
FY 2018 Section 5303
FY 2018 STPBG
FY 2016 STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Transportation Planning	BUDGET:	\$1,064,055
		PL	\$353,372
		Section 5303	\$72,859
		STPBG	\$306,578
		Metro/Local Match	\$331,246

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$367,918

BALANCE: \$696,137

NARRATIVE:

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

- Periodic amendments to the RTP that occur outside the regular RTP update cycles
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- General support for regional safety planning
- General support for regional corridor planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs

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

- Policy and technical planning support for the Metro Council
- Administration of the regional framework & transportation functional plans
- Ongoing compliance with State greenhouse gas emission targets
- Periodic urban growth report support
- Ongoing support for Metro's local partnerships program
- Support for local Transportation System Planning
- Ongoing support for Metro's Transportation Snapshots
- Periodic support for Metro's development center on transportation issues
- Participation in statewide transportation planning and rulemaking activities

Major accomplishments and milestones for this reporting period:

- Roadway, transit and bicycle network coding to create 2027 Constrained, 2040 Constrained and 2040 Strategic networks for use in RTP update and other regional planning activities
- Transportation model updates to the 2015 and 2040 No Build networks to support the RTP update and other regional planning activities
- Coordination and development of performance measure methodologies and outputs to support the RTP update and other regional planning activities
- Finalized bulk of analysis of 2011-2015 crash data and updated Metro State of Safety Report
- Developed crash factor overlap matrix with 2011-2015 crash data
- Developed draft safety strategies and actions
- Updated transportation safety fact sheet
- Held safety and transit technical work group meetings for review of strategies and actions
- Internal staff review of racial equity strategies for Regional Transportation Safety Strategy
- Safety presentation to 2018 RTP Transportation Equity Work Group

Major accomplishments and milestones for the next reporting period:

- Documentation of MAP-21 implementation deadlines and performance-based planning requirements in RTP Performance Measures Scoping report and recommendations for streamlining the region's approach
- Finalize coding and QA/QC for all regional travel model networks and documentation of transportation model assumptions to support the RTP update and other regional planning activities
- Update freight route designations in regional travel model to support development of Regional Freight Strategy and other regional freight planning activities
- Begin additional analysis to support development of Regional Transit Strategy
- Final editing and review of 2017 Metro State of Safety Report
- Draft technical copy of Regional Transportation Safety Strategy
- Convene safety technical work group meeting for review of Regional Transportation Safety Strategy
- Convene transit and freight technical work group meetings for review of draft transit and freight strategies
- Presentation to TPAC, MTAC and city and county coordinating committees to review draft Regional Transportation Safety Strategy, Regional Freight Strategy and Regional Transit Strategy
- Develop initial safety system performance measure results
- Develop Executive Summary of Regional Transportation Safety Strategy, Regional Freight Strategy and Regional Transit Strategy for 2018 Regional Leadership Forum

QUARTERLY REPORT

GRANT: FY 2018 PL
FY 2018 Section 5303
FY 2018 STPBG
FY 2017 Section 5303

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Regional Transportation Plan Update	BUDGET:	\$773,233
		PL	\$119,350
		FY 18 Section 5303	\$133,845
		STPBG	\$314,574
		FY 17 Section 5303	\$77,070
		Metro Match	\$128,394

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$106,632

BALANCE: \$666,601

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 regional transportation system that is safe, healthy, accessible, reliable, equitable, affordable 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- 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 growth and 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 government implementation of the RTP.

Major accomplishments and milestones 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.
- Updated factsheets and web pages related to transportation equity analysis and development of safety, transit and freight strategies.
- Completed RTP Call for Projects and pilot project evaluation.
- Created [Call for Projects Snapshot](#) highlighting projects submitted for evaluation and public review and completed QA/QC of project information submitted in coordination with jurisdictions.
- Began documentation of jurisdictional comments on pilot project evaluation.
- Initiated system performance and transportation equity analysis.
- Documentation of projects completed since 2014 RTP update in [printed](#) and [web-based](#) formats.
- Held equity technical work group meeting to review draft safety strategies and actions and seek feedback on equity-related RTP performance targets and monitoring measures.
- Prepared materials to support Council discussion of racial equity, value pricing and Vision Zero.

Major accomplishments and milestones for the next reporting period:

- Agendas, memos and meeting materials to support technical work group discussions, updates to regional technical and policy advisory committees.
- Documentation of jurisdictional comments on pilot project evaluation and recommendations for further refinements.
- Draft RTP project lists and interactive web-based map published on project website.
- Technical review drafts of the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, and 2018 Regional Safety Strategy.
- Documentation of draft RTP Investment Strategy analysis findings and recommendations.
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees.
- Initiate planning for January 2018 public comment opportunity and community leaders forum, February 2018 Regional Leadership Forum and other 2018 RTP public engagement activities.
- Documentation of RTP system performance and transportation equity analysis measures and methodologies.

QUARTERLY REPORT

GRANT: FY 2018 Section 5303
FY 2018 STPBG
FY 2016 STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Regional Transit Strategy	BUDGET:	\$83,299
		Section 5303	\$493
		STP	\$74,251
		Metro Match	\$8,555

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$47,356

BALANCE: \$35,943

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 and milestones for this reporting period:

- Agreed on a draft criteria for the Transit System Expansion Policy
- Concluded the RTP call for projects
- Began evaluating the transit system performance through the RTP call for projects
- Presented draft criteria for considering the universe of enhanced transit projects

Major accomplishments and milestones for the next reporting period:

- Present findings on the transit system performance measures
- Evaluate potential future Small/New Starts projects using new criteria developed through the Transit System Expansion Policy

- Identify the universe of potential enhanced transit projects to be considered

QUARTERLY REPORT

GRANT: FY 2018 PL
FY 2018 Section 5303
FY 2018 STPBG
FY 2016 STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Transportation Improvement Program	BUDGET:	\$1,027,432
		PL	\$355,865
		Section 5303	\$369,158
		STPBG	\$233,439
		Metro Match	\$68,970

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$217,367

BALANCE: \$810,065

NARRATIVE:

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring the 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. The MTIP administers the allocation of urban Surface Transportation Block Grant (STBG) Program, Congestion Mitigation Air Quality (CMAQ) Improvement Program, and Transportation Alternatives (TA) funding awarded through the Metro Regional Flexible Fund process.

The MTIP reflects the approved RTP's first four year implementation program of funding goals and regional transportation strategies. The MTIP also is a project implementation financial document used to verify and obligate federal project transportation funding. It reflects how funding for projects and their specific phases will be expended to implement the project as part of the first four years of the RTP. Finally, the MTIP through its major four-year update provides a reconfirmation of the region's air conformity finding ensuring federal transportation funds are being programmed, obligated, and expended correctly and in a timely fashion. In addition to complying with all required air conformity requirements, the MTIP must be fiscally constrained and demonstrate the programming of project funding does not exceed the funding capacity in any single year of the MTIP.

Development and management of the MTIP is governed under 23 CFR 450.300-336, Metropolitan Transportation Planning and Programming. Projects included in the MTIP are generally one of four types:

1. They support necessary improvements to the State Highway System.
2. The project supports improvements to the regional arterial system and network.
3. The project provides and supports direct transit improvements/investments to the region.
4. The project is a planning project as part of a regional major investment study, or will complete project development work (Planning through Preliminary Engineering).

As stated previously, the MTIP represents the first four-year implementation program of projects from the approved long range RTP. Before being added to the MTIP, the project must first be part of the fiscally constrained portion of the RTP. From there, adding projects into the MTIP will satisfy one or more of the

following criteria:

- The transportation project is awarded federal funding.
- The project is located in the State Highway System and was awarded STIP funding.
- The transportation project is locally funded, but requires any form of required federal approvals to be implemented.
- The transportation project clearly demonstrates air conformity benefits to the region.
- The transportation project is locally funded, but regionally significant and clearly meets the goals and strategies of the approved RTP.

Through its major update, the MTIP verifies the region's compliance with air conformity requirements and demonstrates fiscal constraint over the MTIP's four-year period. Between major MTIP updates, the MPO manages and amends the MTIP projects as required to ensure project funding can be obligated based on the project's implementation schedule. New air conformity exempt/non-capacity enhancing type projects also can be added to the MTIP through the amendment process. MTIP amendments are ongoing and generally fall within one of three categories:

- Formal amendments:
 - Result due to substantial funding, policy, or scope changes to the project.
 - Require a detailed documentation narrative, and a confirmation that the region's air conformity and fiscal constraint findings have not been impacted or violated.
 - Require formal approval by Metro's Joint Policy Advisory Committee on Transportation (JPACT) and Council approval.
 - Requires approval by U.S. DOT as well.
- Administrative amendments/modifications:
 - Minor changes and funding adjustments that clearly do not impact fiscal constraint or air conformity.
 - The range of possible administrative changes generally are negotiated and pre-approved between the MPO and U.S. DOT.
 - Do not require formal Metro approval.
 - Approval normally by ODOT with possible review by U.S. DOT
- Technical corrections/modifications:
 - Represent extremely minor corrections (e.g. spelling errors, or typos)
 - No impact on anything as a result of the correction.
 - Notification to ODOT required, but approval not necessary by ODOT or U.S. DOT.

As mentioned earlier, the MTIP is also subject to federal and state air quality requirements, and a determination is made during each MTIP update to ensure that the updated MTIP still conforms to air quality regulations and the air conformity finding as issued in the RTP. 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.

Major accomplishments and milestones for this reporting period:

- Completed last Formal amendment and Administrative modifications to the 2015 MTIP to enable projects with funds in FFY 2017 to obligate before the end of August 2017.
- Coordinated with the ODOT Region 1 STIP Coordinator to identify projects that need phase slips from FFY 2017 to FFY 2018 or later. Identified approximately 70 projects requiring phase slips due to various reasons.
- Completed FFY 2017 to FFY 2018 Slip Amendment to 2015 MTIP.
- Received and evaluated with ODOT the new Oregon Transportation Program, HB2017, to determine project timing, funding, and identify required HB2017 projects to be included in the 2018 MTIP.

- Initiated first amendment 2018 MTIP with permission from FHWA to begin development and processing of new HB2017 awarded projects.
- Received approval (early) of the 2018 MTIP on September 29, 2017.
- Began enforcing use of ODOT PCR as requirement for all amendment requests.
- Participated with ODOT on various agencies project delivery meetings to discuss use the PCR and requirements to submit amendments to the MTIP.

Major accomplishments and milestones for the next reporting period:

- Complete 2018 STIP and 2018 MTIP reconciliation and phase slips to match up projects in both documents.
- Use modified administrative modification narrative format to address required 2018 STIP and MTIP Clean-up reconciliation
- Hold meeting with LALs to discuss new changes to MTIP amendment processing (e.g. new financial constraint rules, use of PCR, changes to amendment Matrix etc.)
- Continue development and processing of new HB2017 awarded projects for inclusion in the 2018 MTIP.
- Request ODOT-Salem and FHWA approve the Expedited Process Selection Process (EPSP) as an official business process to advance future year projects into the current year/
- Initiate development of project monitoring standards and process. Begin with the identification of Zombie projects. Prepare to discuss with ODOT and TPAC.
- Update Metro MTIP Amendment Public Notification Plan now that the 2018 MTIP is approved.
- Review and adjust Metro MTIP website page to streamline and improvement layout efficiency of the MTIP information displayed.
- Initiate development of the MTIP Users Guide. The proposed document will be a complete and detailed cookbook of procedures, requirements, and standards to complete required amendments and full MTIP updates.

Amendment Activity

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

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1292	18791	OR8 at OR219 and SE 44TH Ave (Hillsboro)	70764	Formal	17-4798	ODOT	Vaughan R	Combining funds from Key 18793 (Also included in this amendment bundle) plus adding \$288k for reserve funds. Project name scope and descriptions adjusted to reflect combined project. Overall a significant scope change to multiple projects is occurring.
1293	18793	OR8 at SE 44th and SE 45th Ave	70765	Formal	17-1798	ODOT	Vaughan R	Combine scope and funding into Key 18791(this amendment bundle). As a result Key 18793 is deprogrammed and canceled.
1294	18794	OR8: SW 10TH - SW 110TH	70766	Formal	17-4798	ODOT	Vaughan R	Cost decrease by transferring funds to Key 18791 along with a modified project name and expanded description
1295	19355	OR212: Rock Creek at Richey Rd	70807	Formal	17-4798	ODOT	Vaughan R	Adding \$313k of NHPP+FAST to the PE phase to address additional PE requirements
1296	21126	FY18 TriMet Prevent Maint (TOD Fund Exchange)	71020	Formal	17-4798	TriMet	Dianne Hutchins	Enables the annual Transit Oriented Development (TOD) fund exchange to occur per agreement between Metro and TriMet. Amending/Adding a new project to the MTIP in support of the annual agreement.
1297	17212	Tooze Rd: 110th Ave - Grahams Ferry Rd (Wilsonville)	70112	Formal	17-4798	Wilsonville	Ken Lobeck	Adding remaining ROW phase funding and adding construction phase funding to project. Project is fully programmed now.
1298	19300	North Rivergate Freight Project	70678	Formal	17-4798	Portland	Vaughan Rademeyer	Major scope and cost change to the project as the project is re-scoped to be a 2-lane grade separation OC over the UPRR railroad on north Rivergate Blvd
1299	19120	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	70799	Administrative		Gresham	Ken Lobeck	Slipping Right of Way phase and funding from 2017 to 2018 (Note: ODOT is swapping funding pots of State STP). The amounts are the same but there is a minor difference in the fund code name and a change to the fund code to L240 - State STP.
1300	18818	Downtown I-405 Ped Safety & Operational Improvements	70772	Administrative		Portland	Ken Lobeck	Expanding short description and adding ROW phase with a total of \$40,000.
1301	19722	HSIP 2016 Signalized Improvements (Portland)	70843	Administrative		Portland	ODOT	Slipping Construction phase from 2017 to 2018. Project requires scope adjustments which are still being reviewed and evaluated. Portland is addressing comments and concerns raised by ODOT. However this is delaying final design form being completed in time to obligate the construction phase by the end of FFY 2017.
1302	19723	HSIP City of Portland BikePed	70840	Administrative		Portland	ODOT	Slipping construction phase and funding from 2017 to 2018
1303	18583	US26: Boring Road Bridge Overcrossing	70817	Administrative		ODOT	ODOT	Minor description expansion and adding a total of \$42k to construction phase. Minor fund year corrections for PE. Adjustment of STP ROW funds corrected
1304	18795	US26 (Powell Blvd) SE 20th - SE 34th	70713	Administrative		ODOT	ODOT	Increasing PE phase. Adding UR and Other phases. UR will be combined into ROW phase in MTIP. Advancing construction phase from 2018 to 2017 - Amendment was modified to delete \$250K from PE
1305	18020	Sandy Blvd: NE 230th Ave - NE 238th Dr (Wood Village)	70485	Administrative		Multnomah County	Ken Lobeck	This is a process correction amendment due to an earlier submission error. The actual construction phase cost increased to \$1,716,970. The total project cost is \$2,467,722.

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1306	19278	Trolley Trail Bridge: Gladstone to Oregon City	70682	Administrative		Clackamas County	Ken Lobeck	Changing lead agency and description clarification for the purpose of the study
1307	18832	Willamette Greenway Trail: Columbia Blvd Bridge	70774	Administrative		Metro	Ken Lobeck	Slipping Right-of-Way phase and funding from 2017 to 2018
1308	19291	Regional Travel Options Program (2017)	70672	Administrative		Metro	Ken Lobeck	Splitting authorized FY 2017 funding for TriMet and SMART for accountability purposes. No change in total funding as a result of the split
1309	21122	TriMet Regional Travel Options Program (2017)	71021	Administrative		TriMet	Ken Lobeck	Project and funding is split from Key 19291 for TriMet's FY 2017 RTO program. The split is from 19291 is required for accountability purposes. No change in total funding as a result of the split.
1310	21123	SMART Regional Travel Options Program (2017)	71022	Administrative		SMART	Ken Lobeck	Project and funding is split from Key 19291 for SMART's FY 2017 RTO program. The split is from 19291 is required for accountability purposes. No change in total funding as a result of the split
1311	18306	East Metro Connections ITS	70609	Administrative		Gresham	Ken Lobeck	Correcting and updating funding revenues ODOT contributes to the project and slipping from 2017 to 2018 Construction and Other phases. Net result: No change in phase costs or total project cost MODIFICATION TO ORIGINAL AMENDMENT - Slip CN to 2018 but move Other phase back to 2017
1312	18416	Springwater Trail Gap: SE Umatilla - SE 13th Ave	70639	Administrative		Portland	Ken Lobeck	Expanding project description. Shifting a total \$55k from Construction phase to UR to cover an additional phase costs from PGE. Also slipping Construction phase and funding from 2017 to 2018
1313	19763	I-84: Graham Road Bridge Replacements	70858	Administrative		ODOT	Ken Lobeck	JTA fund swap for NHPP. Total project cost remains unchanged
1314	19279	Sandy Blvd: NE 181st Ave to E Gresham City Limit	70684	Administrative		Gresham	Ken Lobeck	Slipping ROW phase from 2017 to 2018. a slight change to the name to: Sandy Blvd: NE 181st Ave to E Gresham City Limit
1315	20382	MORRISON STREET: WILLAMETTE RIVER (MORRISON) BR	70959	Administrative		Washington County	Ken Lobeck	Add a new project to the 2015-18 MTIP. Advancing PE from 2018-21 STIP to 2017
1316	13502	NE Columbia Blvd at MLK Jr. Blvd	70110	Administrative		Portland	Ken Lobeck	Add a new UR phase by de-obligating unexpended PE STP and match for a total of \$50,000 for the UR phase
1317	19794	SE 122nd Ave: Johnson Creek Bridge Replacement	70851	Administrative		Portland	Ken Lobeck	Adding a UR phase to the project and REPLACE federal ADVCON fund type (ACP0) FY 2016 PE cost of \$538,380 with federal STBG-FAST OSB (Off-System Bridge) funds (Z233) FY 2016 PE phase cost of \$538,380(No required change to local matching funds)- Total PE programming remains unchanged at \$600,000
1318	19297	East Portland Access to Employment and Education	70675	Administrative		Portland	Ken Lobeck	Slip ROW phase from 2017 to 2018 as PE not completed in time to obligate ROW before the end of 2017
1319	18836	I-5: N Tigard Intchge - E Portland Fwy. Inchge Sec	70777	Administrative		ODOT	Ken Lobeck	Increasing PE phase cost (total of \$700k) via a fund transfer from Key 18841 and adding a total of \$400k from the Bridge program for Construction phase needs
1320	18757	OR213 Operational Improvements	70756	Administrative		ODOT	Ken Lobeck	Slipping construction phase from 2017 to 2018 due to ROW and UR not yet completed to enable construction phase to obligate funds before the end of 2017

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1321	18841	OR217: OR10 - 99W SB Auxiliary Lane	70782	Administrative		Washington County	Ken Lobeck	Lead agency correction and shifting \$700k from PE to Key 18836
1322	19551	Metro Drive Less Connect Outreach Program (15-17)	70823	Formal	17-4811	Metro	Ken Lobeck	Adding a total of \$207,061 of funding as awarded by ODOT in support of 2017 activities
1323	19651	I-5: Interstate BR (NB) Trunnion Shaft Replacement	70832	Formal	17-4811	ODOT	Ken Lobeck	Cost increase to address PE funding shortfall
1324	21019	Region 1 Bridge Screening Project	71023	Formal	17-4811	ODOT	Ken Lobeck	Adding this new project to the 2015 MTIP to enable PE to obligate and begin before the end of 2017
1325	19402	OR99E: Kellogg Creek	70809	Formal	17-4811	ODOT	Ken Lobeck	Cancelling project from the MTIP. Project funds are being reprogrammed to two other culvert design projects. One is in Region 1 and part of this amendment bundle (next project amendment)
1326	21128	US30: CORRIDOR (MP 9.08 TO 17.68)	71024	Formal	17-4811	ODOT	Ken Lobeck	Adding PE phase to the MTIP enabling PE to begin before the end of FFY 2017
1327	20719	OR219 at Laurel Midway and I-84 at Fairview Ramp	71025	Formal	17-4811	ODOT	Ken Lobeck	Adding full new project to the MTIP.
1328	21105	Ride Connection-5310 E&D Transit Capital (17-19)	71026	Formal	17-4811	Ride Connection	ODOT	Add new project to the 2015-18 MTIP per ODOT Public Transit Division request. The project will provide funding for elderly and disabled transit services. It needs to be added now so there is time to flex transfer the STBG to FTA before the end of the federal fiscal year 2017 obligation window.
1329	21106	TriMet-5310 E&D Transit Capital (17-19)	71027	Formal	17-4811	TriMet	ODOT	Adding a new 5310 elderly and disables type project for TriMet per ODOT Public Transit Section
1330	18809	Boones Ferry Rd: Oakridge/Reese-Madrona St	70770	Administrative		Lake Oswego	Ken Lobeck	Slip Construction phase to 2018
1331	18814	Connected Cully	70771	Administrative		Portland	Ken Lobeck	Slipping ROW phase from 2017 to 2018
1332	19267	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	70806	Administrative		ODOT	Ken Lobeck	Minor cost increase minor name description update plus slip ROW phase from 2017 to 2018 Project
1333	19719	OR212/214 Sunrise Corridor: 122nd Ave - 172nd Ave	70846	Administrative		ODOT	Ken Lobeck	Shifting a total of \$360k to be split between Keys 19720 and 19721
1334	19720	OR224 (Milwaukie Expressway): SE Rusk Rd - I-205	70845	Administrative		ODOT	Ken Lobeck	Adding \$270k of JTA shifted from Key 19719 for added PE support
1335	19721	I-205 NB: MP13.3 - Sunnybrook Exit	70844	Administrative		ODOT	Ken Lobeck	Adding \$90k of JTA shifted from Key 19719 for added PE support
1336	18804	I-205: Johnson Creek Blvd - Glenn Jackson Bridge	70767	Administrative		ODOT Clean Water Services	Ken Lobeck	Combining Key 18765 (non-MPO) into this project. Funds added to the construction phase. AMENDMENT CANCELLED PER Ken Lobeck 9/19/17.
1337	19185	Rock Creek CNG Fueling Infrastructure (Hillsboro)	70816	Formal	17-4819		Ken Lobeck	Canceling the project and deleting it from the MTIP
1338	16986	Division Street Corridor Improvements (Gresham)	70542	Formal	17-4819	Gresham	Ken Lobeck	De-programming lapsed TCSP and matching funds from the ROW and Construction phases
1339	21092	SW Moody Ave and Bond Ave Corridor Improvements	71028	Formal	17-4819	ODOT	ODOT	Adds the project to the 2015 MTIP to enable PE to be obligated and implemented before the end of FFY 2017
1340	21071	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2	71029	Formal	17-4819	ODOT	ODOT	Adding a new safety related non-capacity enhancing project to the 2015 MTIP to enable the HSIP funds in the PE phase to obligate before the end of FFY 2017 and enabling the PE phase to start a few months earlier due to the urgency of the project

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1341	19690	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	70847	Administrative		ODOT	Ken Lobeck	Increasing ROW phase and decreasing Construction phase. Net result is a minor cost decrease to the project
1342	19552	CLEAN ENERGY PUBLIC-ACCESS CNG STATION (PORTLAND)	70825	Administrative		Clean Energy Corp	Clean Energy Corp	Cancel the project as requested by Clean Energy Corp
1343	17466	LO-Portland Trail: Tyron Cove Park Area	70436	Administrative		Metro	Ken Lobeck	Project name and description are being updated based on study area reduction

QUARTERLY REPORT

GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Air Quality Program	BUDGET:	\$43,902
		PL	\$43,902

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$1,349

BALANCE: \$42,553

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 assess the air quality impacts of the RTP and MTIP and determine if transportation investments are federal and state air quality standards. 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 related to air quality.

Major accomplishments and milestones for this reporting period:

- Complete and submit to federal partners the 2018-2021 MTIP Air Quality Conformity Determination. (Fall 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)

Major accomplishments and milestones for the next reporting period:

- Continue to implement Transportation Control Measures and other commitments outlined as part of the Portland area SIP. (ONGOING)
- Monitor air pollution and vehicle miles traveled as outlined by the Portland area SIP. (ONGOING)

- Voluntarily report on mobile source emissions from transportation with the RTP and MTIP.
(ONGOING)

QUARTERLY REPORT

GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION: **Title VI – Environmental Justice** **BUDGET: \$146,403**
PL \$146,403

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$36,387

BALANCE: \$110,016

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 federal 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 and milestones for this reporting period:

- Submitted updated Title VI Plan to ODOT.
- 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 implementation of engagement plan – including focus on engaging communities of color, people with low income and people with limited English proficiency – through the light rail DEIS process to build awareness of the project and 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).

Major accomplishments and milestones for the next reporting period:

- Submit annual Title VI Compliance Report to ODOT.
- Update the agency's Public Participation Plan for Transportation Planning (currently part of the Public Engagement Guide) and submit to ODOT, highlighting engagement practices that ensure inclusion of historically marginalized communities.
- 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.

QUARTERLY REPORT

GRANT: FY 2018 STPBG
FY 2016 STPBG
FY 2016 STPBG – Livable Streets

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Complete Streets	BUDGET:	\$459,539
		STPBG	\$168,988
		STP – Livable Streets	\$250,000
		Metro Match	\$40,551

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$1,051

BALANCE: \$458,488

NARRATIVE:

Metro's "Complete 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 Complete 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 and milestones for this reporting period:

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

Major accomplishments and milestones for the next reporting period:

- Annotated Table of Contents finalized
- Track and respond to stakeholder feedback
- Research on design classifications for policy map update
- Draft visualizations and sample chapter finalized
- Two project team meetings to scope Phase 2
- Scope for Phase 2 drafted
- Presentations to MTAC and TPAC on final annotated TOC

QUARTERLY REPORT

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: July 1, 2017 – September 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 and milestones for this reporting period:

- For the Southwest Corridor Plan, continued stakeholder and public outreach for DEIS development and continue to convene Citizens Advisory Committee.
- Held a public hearing for Metro Council action on the 2018-21 Metropolitan Transportation Improvement Program.

Major accomplishments and milestones for the next reporting period:

- Update the agency's Public Participation Plan for Transportation Planning (currently part of the Public Engagement Guide) and submit to ODOT
- Publish the next in the Regional Snapshot series, focused on regional housing issues
- For the Southwest Corridor Plan, continue stakeholder and public outreach for DEIS development and continue to convene Citizens Advisory Committee.
- For the Regional Transportation Plan, develop engagement strategy for January 2018 comment period, which will focus on the draft project lists and preliminary analysis.

QUARTERLY REPORT

GRANT: FY 2018 TSMO STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management & Operations – Regional Mobility	BUDGET	\$72,946
		TSMO STPBG	\$65,454
		Metro Match	\$7,492

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$14,042

BALANCE: \$58,904

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 and milestones for this reporting period:

- TransPort meetings were held July 12 at TriMet and September 13 at ODOT. In July, TransPort heard from Eimar Boesjes of Moonshadow on DB4IoT; a custom database built to explore “big data” with an example from TriMet’s transit vehicles (Presentation to TransPort can be viewed here: <http://www.moonshadowmobile.com/2017/07/db4iot-presentation-portland-transport/>). Also, TransPort discussed TSMO project definitions to be used in the 2018 RTP Call for Projects. In September, TransPort heard about the I-84 Multimodal Integrated Corridor Management (ICM) workshop held earlier that day. Eliot Rose, Metro, presented the start of his planning work related to long-range planning related to technology.
- A lunch and learn was held had TriMet July 12 to learn about the launch of the Hop Fastpass (contactless fare cards with a new fare structure) and toured the bus and MAX Operations Command Center.
- Held an ITS Network Management Team meeting July 19, 1:00pm at TriMet. TriMet network staff configured replacement switches (a TSMO investment) for partner agencies. Agencies began installing them. TSMO staff managed a retirement transition from a retirement of the Chair of the ITS Network Management Team (Ron White) from TriMet in August. Danielle Miller, TriMet, will coordinate with the ITS Network Management Team.

Major accomplishments and milestones for the next reporting period:

- Discuss TSMO Strategy update with stakeholders and to hear larger areas of focus.
- Agencies will complete installing ITS Network switches.

QUARTERLY REPORT

GRANT: TSMO Strategic Plan STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management & Operations – Strategic Plan Update	BUDGET	\$302,828
		TSMO Plan STPBG	\$271,728
		Metro Match	\$31,100

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$0

BALANCE: \$302,828

NARRATIVE:

Description

The Transportation System Management and Operations (TSMO) program follows a ten year plan that ends 2020. The plan guides program investments using RFFA funding, state funding, additional federal grant funds and local funds, building on investments in transportation system efficiency. The plan will include key components of Metro's system monitoring, performance measurement and Congestion Management Process (CMP). Most of the required CMP activities are related to performance measurement and monitoring. While the current plan continues to serve the region, an update is needed to formalize new concepts among regional TSMO partners including connected and autonomous vehicles, shared-use mobility, integrated corridor management, decision support systems, cloud-based analytics and "Smart City" urban applications of the Internet-of-Things (IoT).

Major accomplishments and milestones for this reporting period:

No updates for this quarter (July 2017 through September 2017).

Major accomplishments and milestones for the next reporting period:

Beginning scoping discussions with stakeholders (TransPort and TPAC)

Beginning administrative steps towards IGA and procurement with ODOT to bring consulting services on board. No milestone products expected until 3rd quarter.

QUARTERLY REPORT

GRANT: STP RTO
STP ODOT

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management & Operations – Regional Travel Options (RTO)	BUDGET	\$2,298,687
		STP RTO	\$1,969,215
		STP ODOT	\$225,000
		Metro Match	\$104,472

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$203,873

BALANCE: \$2,094,814

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).

Major accomplishments and milestones for this reporting period:

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

- Metro finalized the report for evaluating efforts of the Collaborative Marketing Group. Report was presented to partners at the July CMG meeting.
- Metro initiated a project to discover how best to communicate to communities of color about travel options. A month-long panel survey was initiated in Q1. Final report will be ready in December 2017.
- RTO and Metro staff produced a series with newsfeed stories, videos and infographics to inform on details of the RTO strategic plan update. <http://www.oregonmetro.gov/news/metro-workshops-explore-ways-support-transportation-technology-greater-portland>

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)

- Three sponsorships were awarded in Q1, including:
 - BIKETOWN One-year anniversary free ride day, \$5,000
 - Clackamas Community College real-time shuttle tracker, \$3,500
 - Hillsboro Parks and Recreation trail use video, \$3,000.

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

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

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

- The Metro Regional Network of Drive Less Connect www.DriveLessConnect.com added 1183 new users between July 1 and September 30, 2017. The Regional Network totals 23,019 registrants, with 3,668 active. Total savings this quarter were \$127,855; 18,784 gallons of gas; and, 18,784 pounds of CO2. High values are due to the yearly Oregon State Drive Less Challenge.
- The Oregon State Drive Less Challenge ran from September 16 – 30, 2017. The challenge saw no significant increase in attendance or new users from the 2016 state challenge.
- Discussion is ongoing on whether the State Challenge will remain in place for the region for 2018. Metro continues to provide contact information for vanpool provider 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>. One new vanpool has been added, between Salem and Portland, Oregon.
- During the 1st quarter, Drive Less Connect staff responded to 20 support calls and emails. Calls included user and administrator support. These numbers have increased marginally due to the state challenge. Support time has been dedicated to network administration User and network corrections. There were no new networks or administrators added to Drive Less Connect this quarter. Long trip reports showed significant user mapping and trip log errors, resulting in an additional 6 hours of staff time spent notifying users of errors and correcting errors on behalf of users and network administrators.
- The Swan Island TMA is no longer in service and has been removed from Drive Less Connect, Metro Regional Government is no longer using Drive Less Connect for tracking staff trips for travel option incentives, citing that the platform was difficult to use and not all Metro staff had access reasonable to the network.
- RTO staff will continue to attend Oregon and Washington Drive Less Connect monthly and quarterly meetings.

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

- The RTO 2013-2016 Program Evaluation process continues with Nelson\Nygaard. The first two evaluation reports in the series (Commute Options and Neighborhood & Community Travel Options) were posted to Metro RTO's research page along with a webinar video: <http://www.oregonmetro.gov/travel-options-research>
- Metro staff led the procurement process to contract with DHM for the 2017 Travel & Awareness Survey. The telephone survey collected data on the behaviors and attitudes of travelers, and was updated to consider current and future trends in the region. DHM fielded the survey in September collecting 601 responses to the survey.
- TriMet continues to provide employer outreach. TriMet hired a database staff person and is reassessing their quarterly progress report.

Coordinate with Mobility on Demand (MOD) partners, real-time traveler information partners to advance Active Transportation Demand Management (ATDM) strategies and increase use of travel options.

- RTO staff participated in project meetings for TriMet's FTA grant from the MOD Sandbox Open Trip Planner Shared Use Mobility (OTP SUM). This system will include bikesharing (BIKETOWN) and TNCs (Uber/Lyft) for first and last mile connections to transit.
- RTO staff participated in the July workshop for Ride Connection's "One Call/One Click" planning. This system will enable more elderly and disabled find their best transit option either

on fixed route or with a Demand Responsive Transit (DRT) provider, based on their needs and eligibility. This planning work led by Ride Connection and is funded by TriMet.

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.

Implement and manage FY 17-19 Regional Travel Options grants and past grants that are still active. (ONGOING)

Staff managed 15 project grants from the FY 15-17 RTO grant round.

- Beaverton School District, Safe Routes to School Program – Q8 report not yet submitted.
- City of Gresham, Gresham Sharrows – Sharrows were ordered.
- City of Lake Oswego, Active Transportation Counters – No activity this quarter.
- City of Tigard, Safe Routes to School Coordinator – Coordinator resigned during Q1 2017; no final report filed yet. New coordinator has just begun her duties and will file final report in Q2 2017.
- Clackamas Community College, Student Transportation Initiative – Grant completed. In Q8, Managed a CCC Xpress shuttle ridership increase of 19% for Spring Term 2017 compared to Spring Term 2016 for a total of 5,283 rides, providing rides 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.
- 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 – First annual Gresham Sunday Parkway event held on June 18. Marketing and outreach work has been completed.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Housing Authority built one set of sheltered bike racks and designed the second. No updates this quarter.
- Portland Bureau of Transportation, Active Portland: Open Streets, Connected Communities – Q8 report not yet submitted.
- Portland Community College, TDM Coordinator & Bicycle Improvements – Q8 report submitted. Work focused on outreach to students at beginning of school year. Bike locker installation completed.
- Portland Public Schools, Healthy Travel Options to School – Q8 report not yet submitted. Q7 report shows good progress being made on all work tasks. Four community walks were scheduled; only two actually occurred due to heavy rain. Collaboration with PPS/PBOT on scheduling walks at elementary schools in the Roosevelt and Jefferson HS clusters.
- Ride Connection, RideWise Urban Mobility Support & Training – Q7 and Q8 progress reports show a total of 1587 people received training during these two quarters; bringing the yearly total to 3122.
- The Street Trust - Final report submitted. Grant complete.
- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach – Work has begun on this project. The Chamber conducted a RFP process to hire a designer for the bicycle hubs and is currently finalizing the contract between the Chamber and the contractor. Work will begin in October 2017.
- Westside Transportation Alliance TMA – Continued work this quarter with the Open Bike Initiative pilot of bike sharing among several large employers in Washington county, connecting to MAX.

Staff also implemented 16 grants and 1 sponsorship for the 17-19 cycle.

- Beaverton School District - Safe Routes to School Program - Grant agreement complete.
- The Street Trust (formerly BTA) - Access to Bicycling – Grant agreement complete.

- City of Milwaukie - Downtown Milwaukie Wayfinding - Grant agreement complete.
- City of Portland - Smart Trips. Smart City.
- City of Tigard - Safe Routes to School Program
- Clackamas Community College - Expanding Access to Education – Grant agreement complete.
- Clackamas County - Clackamas County Active Transportation Counting – Grant agreement complete, advisory committee meeting was held in July, 2017.
- Community Cycling Center - Community Safe Routes to School - Grant agreement complete.
- Explore Washington Park - Washington Park Travel Options Incentive – Grant agreement complete.
- Hillsboro Parks and Recreation - Rock Creek Trail Counters – Report for Q1 submitted. Counters have been delivered and installation will begin next quarter.
- Hillsboro Parks and Recreation - Rock Creek Trail Access Video – Sponsorship form complete.
- Multnomah County - Safe Routes to School Program - Grant agreement complete.
- Oregon Walks - Oregon Walkways - Grant agreement complete.
- Portland Community College - Expanding Commuting Options - Grant agreement complete.
- Ride Connection – RideWise – Grant agreement complete.
- South Waterfront Community Relations - South Waterfront Wayfinding – Grant agreement not set up yet while we assess the best method of installing signs which may involve PBOT.
- Westside Transportation Alliance - Increasing Transportation Options in Washington – Grant agreement complete.

Begin 2019 Regional Travel Options strategic plan update

Metro has hired Alta Planning + Design to lead the Strategy update. To date, the following work tasks are under way:

- Interviews of program stakeholders and interested parties, intended to gather input on how well the RTO program is working with existing and potential partners to achieve program goals and objectives.
- Three of a scheduled five workshops have been completed. These workshops are organized around specific policy themes and designed to gather participant responses to a series of questions relevant to each theme. Workshop topics cover to date include Expanding the RTO Program in Suburban Areas, Technology's Role in the RTO Program, and Developing a Regional Safe Routes to School program.

Major accomplishments and milestones for the next reporting period:

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)

- Initiate analysis of research on transportation and behavioral change messaging for Communities of Color.
- Continue to update regional transportation photography asset library.
- Finalized amended contract for work for 2017-2018 funding opportunity from ODOT for marketing and outreach.
- Host workshop for partners on Motivational Interviewing
- Host workshop for partners on storytelling

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)

- Transfer of sponsorship process to Zoomgrants platform.
- 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)

- Continuing outreach to current and possible retail vendors through contractor Bridgetown.

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

- Continue management and support of the network for 2017-18.

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

- The Active & Healthy Options evaluation report and the Traveler Information evaluation report will be published in October.
- Analysis of the telephone survey responses.
- TriMet progress report.

Coordinate with Mobility on Demand (MOD) partners, real-time traveler information partners to advance Active Transportation Demand Management (ATDM) strategies and increase use of travel options.

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

- Ongoing

Implement and manage FY 17-19 Regional Travel Options grants and past grants that are still active. (ONGOING)

- Grant agreement process will be completed for remaining 17-19 grants.
- Progress updates from all RTO grantees.

2019 Regional Travel Options strategic plan update

- Two more workshops to be held in October will cover Regional Marketing and Engaging New Partners. An initial draft Strategy document will be completed by the end of November 2017.
- Following discussion at regional advisory committees and public comment, the Strategy is scheduled for adoption in the Spring of 2018.

QUARTERLY REPORT

GRANT: FY 2018 STPBG

FISCAL YEAR: FY 2018 AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Program	BUDGET:	\$97,198
		STP	\$87,216
		Metro Match	\$9,982

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$25,639

BALANCE: \$75,559

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.

Major accomplishments and milestones for this reporting period:

- Prepared and delivered presentation materials on the Regional Freight Strategy to JPACT on July 20th.
- Drafted a table of contents for the Regional Freight Plan update including new chapters and sections.
- Developed new Regional Freight Network map and worked with an intern to redesign and complete an updated draft Regional Freight Network map.
- Completed first draft of Chapters 1 thru 4 of the updated Regional Freight Plan.
- Prepared material for the seventh meeting of the Regional Freight Work Group on October 18, 2017.
- Developed new freight safety policy per direction from the Metro Council.

Major accomplishments and milestones for the next reporting period:

- Participate in Portland Freight Advisory Committee and Oregon Freight Advisory Committee.
- Develop draft agenda items and materials for, and facilitate the Regional Freight Work group meeting on November 20, 2017.
- Completed first draft of Chapters 5 thru 10 of the updated Regional Freight Plan.
- Analyze modeling results for RTP freight system performance measures.
- Coordinate with local jurisdictions to determine the modeling impacts of the projects in the 2040 RTP Financially Constrained network.
- Develop strategy for the Regional Freight Plan update; complete work plan for 2018 Regional Freight Strategy. (ON-GOING).

QUARTERLY REPORT

GRANT: FY 2018 PL
FY 2018 ODOT Support
FY 2018 TriMet Support
Other Funds

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	GIS Mapping and Land Information	BUDGET:	\$1,381,587
		PL	\$158,370
		ODOT Support	\$112,784
		TriMet Support	\$122,638
		Metro	\$782,229
		Other Funds	\$205,566

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$317,366

BALANCE: \$1,064,171

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 and milestones for this reporting period:

- Provided data and technical assistance to the RTP
- Provided data and technical assistance to the Urban Growth Management report
- Provide data and technical assistance to meet Land Development Monitoring System requirements (LDMS is the portion of the RLIS data repository covering land use, housing and commercial development, and related topics)
- Data and analysis support of Equitable Housing programs
- Provided data and technical support to the Economic Value Atlas
- Provided technical assistance to the Southwest Corridor Equitable Development Program

- Completed annual updates of regional multi-family and single family databases building permit data and rental market data
- Provided technical assistance to the Regional Snapshots program
- Provided data and technical assistance to the Regional Trails update
- Updated regional demographic and socio-economic data and standardized for easier access by Metro staff
- Provided technical assistance to the Property and Environmental Services department in support of regional solid waste management
- Provide data, mapping and technical analysis to support regional parks management
- Provided visualization of Metro's workforce in support of Metro's Diversity, Equity and Inclusion programs
- Deployed the first part of a web-based system to assist volunteers to collected detailed counts of bikes and pedestrians

Major accomplishments and milestones for the next reporting period:

- Produce updated regional buildable lands inventory
- Continue to provide data and technical assistance to the RTP
- Continue to provide data and technical assistance to the Urban Growth Management report
- Continue to provide technical assistance to the Property and Environmental Services department in support of regional solid waste management
- Continue to provide technical assistance to the Southwest Corridor Equitable Development Program
- Continue to provide data and analysis support of Equitable Housing programs
- Continue to provide technical assistance to the Regional Snapshots program
- Continue to provide data, mapping and technical analysis to support regional parks management
- Design the web-delivery portal for the delivery of detailed counts of bikes and pedestrian information to regional planners

QUARTERLY REPORT

GRANT: FY 2018 PL
FY 2018 STPBG
FY 2018 TriMet Support

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Economic, Demographic and Land Use Forecasting	BUDGET:	\$450,334
		PL	\$84,295
		STPBG	\$274,371
		TriMet Support	\$50,445
		Metro Match	\$41,223

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$138,754

BALANCE: \$311,580

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 and milestones for this reporting period:

- Draft Developer Supply Processor delivery – phase 1
- Developer Supply Processor expert peer review panel
- Draft Validation and Sensitivity Report
- MetroScope expert peer review
- Draft Regional Economic Forecast
- Inauguration of Land Use Technical Advisory Group (LUTAG)
- New methods for estimating residential redevelopment

- Continued development of a prototype tool to compute and visualize a Housing + Transportation Cost Index for the Portland Metro area

Major accomplishments and milestones for the next reporting period:

- Finalize Developer Supply Processor (DSP) delivery – phase 1
- Develop new scope of work for DSP model integration with MetroScope land use model = phase 2
- Initiate contract negotiations for DSP – phase 2
- Finalize Baseline Regional Economic Forecast
- Finalize Regional Range Forecast Targets
- Regional Economic Forecast expert peer review panel
- Buildable Land Inventory (incorporate new redevelopment methodology) - BLI
- Peer review of BLI
- Test prototype Housing + Transportation Cost (base year and forecast year) index tool

QUARTERLY REPORT

GRANT: FY 2018 PL
FY 2018 STPBG
FY 2018 ODOT Support
FY 2018 TriMet Support

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Model Development Program	BUDGET:	\$1,370,294
		PL	\$845,527
		STP	\$141,765
		ODOT Support	\$88,891
		TriMet Support	\$64,463
		Metro Match	\$229,648

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$113,600

BALANCE: \$1,256,694

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 and milestones for this reporting period:

Survey and Research

2020 Travel Behavior Survey

- Continued to participate in the planning for the next travel behavior survey

RTP Performance Measures

- Continued coordination with RTP staff to develop, test, and evaluate performance measures that address the region's needs

New Models

Activity Based Model

- Continued to prepare for the delivery of the CT-RAMP ABM model platform. Participated in the Southern Oregon ABM (OR-RAMP) development project.

Trip-Based Model

- Documented and finalized calibration/validation of trip-based model (KATE) for 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

- Continued to investigate/evaluate methods for improving the bike routing algorithm through a partnership project proposed with the City of Portland.

Innovative Solutions (ad hoc analysis)

- Initiated prototyping of a housing and transportation (H+T) cost calculation tool and visualizer.

Multi-Criterion Evaluation (MCE) Phase II Toolkit:

- Initiated Phase II of MCE Toolkit development. Phase II is anticipated to conclude in the spring of 2018. Phase II will add travel demand model and MCE toolkit workflow enhancements; test each benefit and test a bundle of benefits together in one scenario; improve methods for measures such as safety, physical activity and auto ownership benefits; stakeholder outreach support; and upgrade the visualizer to be fully-featured and web-accessible.

Model Maintenance

Modeling Network Attributes

- Completed coding of networks and attributes for RTP scenarios.

Travel Demand model Input Data

- Completed preparation of inputs for RTP scenarios.

Travel Demand Model Computer Code

- Refined model workflow and output extraction features of the Kate trip-based model.

Statewide and National Professional Development

Oregon Modeling Steering Committee (OMSC)

- Metro's Research Center Director became the new chair of OMSC. Metro staff will continue to participate on the Committee and its subcommittees.

Association of Metropolitan Planning Organizations

- Staff participated 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)

Major accomplishments and milestones for the next reporting period:

Survey and Research

2020 Travel Behavior Survey

- Continue to participate in the planning for the next travel behavior survey. Staff will convene and chair a sub-committee of the Oregon Model Steering Committee that will focus on planning/preparation for the next travel behavior survey.

RTP Performance Measures

- Continue to coordinate with RTP staff to develop, test, and evaluate performance measures that address the region's needs. Staff may revise/refine performance measures for the next round of RTP model runs.

New Models

Activity Based Model

- Continue to prepare for the delivery of the CT-RAMP ABM model platform. Finalize new zone system for the ABM. Continue to participate in the Southern Oregon ABM (OR-RAMP) development project.

Trip-Based Model

- Continue to test and implement backlogged model improvements (e.g., 24-hour transit, journey-level transit assignment algorithm, etc.). Investigate and implement model improvements to support ODOT Value Pricing analysis.

Truck Model

- Continue to integrate new freight model within passenger model framework.

Bike Routing Algorithm

- Continue to investigate/evaluate methods for improving the bike routing algorithm through a partnership project proposed with the City of Portland.

Innovative Solutions (ad hoc analysis)

- Test a prototype of a housing and transportation (H+T) cost calculation tool and visualizer.

Multi-Criterion Evaluation (MCE) Phase II Toolkit:

- Finalize and document benefit calculation methodologies. Continue to conduct sensitivity tests across a range of transportation scenarios. Continue to test and refine dashboard.

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

- Continue to participate on the Committee and several subcommittees.

Association of Metropolitan Planning Organizations

- Continue to participate on the CV/AV Planning Technical Working Group

Transportation Research Board Committees

- 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 2018

AGENCY: Metro

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

PERIOD COVERED: July 1, 2017 – September 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 and milestones for this reporting period:

- Continued Calibration and Validation Behavior-Based Freight Model
- Tested the new freight model software code on Metro hardware
- Refined draft Final Report and Documentation

Major accomplishments and milestones for the next reporting period:

- Finalize Calibration and Validation Behavior-Based Freight Model

- Finalize Project Report and Documentation
- Integrate New Freight Model with Passenger Model(s)
- Close Out Grant and Consultant Contract

QUARTERLY REPORT

GRANT: FY 2018 STPBG
FY 2018 ODOT Support
FY 2018 TriMet Support

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Technical Assistance Program	BUDGET:	\$103,305
		STPBG	\$65,046
		ODOT Support	\$23,325
		TriMet Support	\$7,489
		Metro Match	\$7,445

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$22,634

BALANCE: \$80,671

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 and milestones for this reporting period:

Data and modeling Services (public agencies)

- Delivered network coding, model runs, and trip tables for three scenarios to ODOT, the City of Portland, and a consultant working together on a regional project.
- Provided auto volume plots to the City of Gresham.
- Performed new assignments including requested network modifications and provided resulting auto volume and difference plots to the City of Portland.
- Provided feedback on a study report to Washington County.

Data and Modeling Services (private agencies)

- No activity.

Maintenance Fees for Modeling Software used by Regional Jurisdictions

- Paid maintenance fees for ODOT, City of Portland, City of Gresham, Washington County, Clackamas County, and Multnomah County.

Major accomplishments and milestones for the next reporting period:

Data and Modeling Services (public agencies)

- Provided service on demand.

Data and Modeling Services (private agencies)

- Provide service on demand.

Maintenance Fees for Modeling Software used by Regional Jurisdictions

- No activity. Payment already made for FY2018.

QUARTERLY REPORT

GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	MPO Management & Services	BUDGET:	\$292,376
		PL	\$292,376

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$36,992

BALANCE: \$255,384

NARRATIVE:

Metropolitan Planning Organization (MPO) Management and Services provides overall management and administration of 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)
 - Transportation Policy Alternatives Committee (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 transportation planning programs and mandates 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 four times each year and operates under its own bylaws. Metro staff 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 and milestones for this reporting period:

- Completion of first quarter progress reports
- Coordination of monthly JPACT and TPAC meetings in July, August and September
- Participation in July quarterly Oregon MPO and Transit meeting (in Eugene)
- Completed initial response to FHWA on federal certification findings

Major accomplishments and milestones for the next reporting period:

- Participation in October OMPOC meeting (in Bend)
- Participation in October quarterly Oregon MPO and Transit meeting (in Eugene)
- Complete draft work plan for addressing federal certification findings
- Complete draft UPWP, including coordination with Metro budget

QUARTERLY REPORT

GRANT: FY 2018 Powell/Division STPBG
FY 2017 Powell/Division STPBG
Other Funds

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Powell/Division Transit Corridor Plan	BUDGET:	\$1,912,126
		Powell/Division STP	\$1,037,573
		Metro Match	\$118,755
		Other Funds	\$755,798

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$140,156

BALANCE: \$1,771,970

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.

Based on a transit alternatives assessment and public input, the project steering committee has recommended a Locally Preferred Alternative (LPA) for the transit project that includes the transit mode (bus rapid transit), the route (from downtown Portland on the transit mall to Southeast Division Street to the Gresham Transit Center, and the general stop locations (approximately 1/3 mile apart). In addition, the project partners identified land use actions and station area investments that would support livable communities in the corridor and included them in the City of Portland and City of Gresham Local Action Plans. 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).

Based on outreach and analysis, the Steering Committee recommended a Locally Preferred Alternative (LPA) in November and the LPA was adopted by the local jurisdictions in December 2016. The project began the NEPA process by documenting potential impacts and benefits in accordance with federal requirements and will begin the NEPA process in earnest as the design is further refined in 2017.

With local adoption of the LPA, TriMet will lead the design, traffic, and outreach with support from Metro and other project partners.

Metro Council will adopt the LPA at the same time they amend the Regional Transportation Plan. Due to notice requirements, the adoption of the LPA will be later, in Spring 2017.

Major accomplishments and milestones for this reporting period:

- 30% Conceptual Design (November 2017)
- NEPA reports on subject matter areas (Fall 2017)
- Public engagement and design refinement continues (Fall 2017)

Major accomplishments and milestones for the next reporting period:

- Documented Categorical Exclusion worksheet submitted to the FTA (Winter 2018)
- Section 106 Historic and Cultural Consultation with State Historical Preservation Organization, Tribes, and other Consulting Parties (Winter/Spring 2018)
- Completion of NEPA analysis/Concurrence (Winter/Spring 2018)

QUARTERLY REPORT

GRANT: Other Funds

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Southwest Corridor Plan	BUDGET:	\$2,313,955
		Metro	\$286,585
		Other Funds	\$2,027,370

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$883,555

BALANCE: \$1,430,400

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.

A major feature of the Plan's shared investment strategy is a proposed light rail transit (LRT) system extending from the Portland transit mall to Bridgeport Village via downtown Tigard. The proposed LRT project entered the federal environmental review process in late 2016 and will continue until mid 2019. A Draft Environmental Impact Statement is expected to be released for public review in late 2017, with adoption of a locally Preferred Alternative in early 2018.

Major accomplishments and milestones for this reporting period:

- Work with FTA staff to finalize EIS methodologies and prepare draft chapters for participating agency review and comment
- Continue to share significant impacts information with project partners, Community Advisory Committee and Steering Committee
- Continue in-depth community planning process along Barbur Boulevard and in Tigard 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
- Continue to collaborate with project partners to support community vision

Major accomplishments and milestones for the next reporting period:

- Begin to send draft DEIS sections to participating agencies for review and comment
- Revise draft DEIS analysis informed by agency comment

- Work with participating agencies and project partners to identify mitigation strategies for significant adverse impacts under NEPA
- Submit full draft DEIS to FTA staff for review and comment
- Continue to share significant impacts information with project partners, Community Advisory Committee and Steering Committee
- Continue in-depth community planning process along Barbur Boulevard and in Tigard 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
- 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 2016 STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Corridor Refinement and Project Development	BUDGET:	\$94,743
		STPBG	\$85,013
		Metro	\$9,730

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$30,901

BALANCE: \$63,842

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.

Major accomplishments and milestones 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:
 - Utilized the consultant firm Maul Foster Alongi to develop a Sampling Analysis Plan for

- the Willamette Falls site. The sampling will focus on Phase I of the River Walk design.
- Received approval for Programmatic QAPP (Quality Assurance Project Plan) from EPA
- Obtained preliminary social media materials from IZO Marketing.
- Utilized the consultant firm Stantec to finalize a brownfield inventory for the McLoughlin Corridor.
- Finalized prioritization and selection criteria for sites within the project boundary. 23 priority sites were identified through that process.
- Sponsored the Oak Lodge History Detectives to engage the community with a History Night. The event allowed staff to identify new sites not covered in the inventory update.
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Hired consultant to assist in implementing Tasks 1-3 of the approved scope of work
 - Held first Project Oversight Committee meeting in July
 - Recruited membership for Business & Workforce Advisory Group scheduled for October 23rd and established Finance & Investment as a technical work group to meet ad hoc.
 - 1st draft of SW Corridor community profiles presented at SPOC September meeting
 - Continued to support the implementation of the Portland and Tigard Equitable Housing grants as part of the larger SWEDS effort

Major accomplishments and milestones 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 approval for 1-2 Sampling Analysis Plans within the McLoughlin Corridor
 - Begin initial sampling on the Willamette Falls site
 - Attend various public engagement opportunities throughout the McLoughlin Corridor
 - Begin assessments on 1-2 sites within the McLoughlin Corridor
 - Begin outreach to specific property owners to encourage participation in the program
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Hold Business and Workforce Advisory Group in October
 - Work with Project Oversight Committee to draft equitable development principles
 - Establish Final Indicators for use in analysis
 - Work with consultant to begin Draft Conditions Report
 - Exhibit partner activities and begin discussions about Pilot Projects/community sub-grants
 - Work with consultant to establish Public/Stakeholder Engagement Strategy

QUARTERLY REPORT

GRANT: Economic Value Atlas STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	Economic Value Atlas	BUDGET:	\$616,265
		STPBG	\$325,000
		Metro Match	\$291,265

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$103,181

BALANCE: \$513,084

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.

Major accomplishments and milestones for this reporting period:

- Market assessment of traded sector economy (SEPTEMBER 2017)

Major accomplishments and milestones for the next reporting period:

- Economic Value Atlas (FOURTH QUARTER)
 - Draft economic performance indicators (SECOND QUARTER)

QUARTERLY REPORT

GRANT: ICM-DPG-2013
Other Funds

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	I-84 Multimodal Integrated Corridor Management	BUDGET:	\$239,600
		ICM-DPG-2013	\$191,680
		Metro	\$6,845
		Other Funds	\$41,075

PERIOD COVERED: July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$5,449

BALANCE: \$234,151

NARRATIVE:

US DOT's Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant. 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.

Major accomplishments and milestones for this reporting period:

- Held lunch-n-learn with Aimsun to hear about the Decision Support System (DSS) they built for San Diego (July 25, 2017 at noon at Metro).
- Held Project Steering Committee meeting to discuss draft vision, goals and objectives and review stakeholder survey responses (July 26, 2017, 9am to 11am at Metro).
- Conducted agency leadership interviews with TriMet, City of Portland, ODOT, City of Gresham and Metro July 26 and July 27.
- Held key stakeholder workshop September 13, 2017 at ODOT, rooms A/B. Thirty stakeholders attended representing operations, emergency response, active transportation, freight, traveler

information and more.

- Finalized Project Management Plan (PMP) deliverable.
- Drafted Systems Engineering Management Plan (SEMP).

Major accomplishments and milestones for the next reporting period:

- Narrowing the list of Operations Alternatives for evaluation.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 18280

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Sherwood

PROJECT:	Cedar Creek – Tonquin Trail Planning (OR99W to SW Roy Rogers Rd)	Federal: \$419,039
		Local: \$47,961
		Total: \$467,000

PERIOD COVERED: **1st Quarter:** July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$ 165,488

BALANCE: \$ TBD (based on 99% completion)

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: (0 to 100%)	99%
ESTIMATED COMPLETION DATE: (When all project deliverables are complete and the project is moving to complete final reimbursements)	2018

Description

Program/Project Summary:

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

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

Summary Status

Milestones/deliverables for this reporting period (July 1, 2017 – September 30, 2017):

Prospectus was update to reflect ODOT's last round of comments and the Prospectus has been deemed complete.

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

1. ODOT LAL to submit request to closeout agreement 18280 to show project as complete.
2. Once above is complete, balance from 18280 to transfer to remaining project (key no. 18026)

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Wilsonville

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

PERIOD COVERED: 1st **Quarter:** July 1 – September 30, 2017

EXPENDED TO DATE: \$395,295

BALANCE: \$997,773

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 (July 1, 2017 – September 30, 2017):

Receive Archaeological Permit from SHPO to perform field work in coordination with the Confederated Tribes of the Grand Ronde.

Planned major accomplishments, milestones or deliverables for the next reporting period (October 1, 2017 – December 31, 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.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Metro & City of Hillsboro

PROJECT: Oak & Baseline: SW Adams St – SW 10th Ave at
Maple St to Main St (Hillsboro)

Federal: \$500,000

Local: \$57,227

Total: \$557,227

PERIOD COVERED: **1st Quarter:** July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$0

BALANCE: \$0

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)

2018

Description

Program/Project Summary:

The Oak, Baseline and 10th Avenue 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 (July 1, 2017 – September 30, 2017):

Completed a Project Change Request form to expand the project limits on Oak and Baseline Street to SW Adams Street and on SE 10th Avenue from SE Maple Street to E Main Street to better capture the streetscape impacts.

Working on amending the work scope for the project.

IGA submitted to ODOT for execution.

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

Obligate funds for the project.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17466

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Metro & ODOT

PROJECT:	Lake Oswego to Portland Master Plan: Central Section	Federal: \$100,000
		Local: \$11,445
		Total: \$111,445

PERIOD COVERED: **1st Quarter:** July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$2,729

BALANCE: \$108,716

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 20%

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete and the project is moving to complete final reimbursements) 2018

Description

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

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.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2017 – September 30, 2107):

Metro and ODOT are working together to approve the final SOW and budget. The plan will now cover the geographic area from Tryon Creek State Natural Area at Hwy. 43 and SW Terwilliger to Tryon Cove and Foothills Park. Trail alignments and a future bike/ped bridge over Tryon Creek to Foothills Park and Trail will be studied. Potential impacts on wildlife and fish habitat will be taken into consideration.

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

We are in the final stages of hiring a consultant through the ODOT process. The planning process will start in fall 2017, pending ODOT approval of SOW and budget. Estimated time to do the work: 9-12 months.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19299

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Portland

PROJECT:	Central City Multimodal Safety and Access Project	Federal: \$852,000
		Local: \$97,516
		Total: \$949,516

PERIOD COVERED: July 1, 2017 - September 30, 2017

EXPENDED TO DATE: \$ 164,012.52

BALANCE: \$ 775,502.69

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

8%

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

2018

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 vetted, prioritized project list of active transportation investments including protected bike lanes, transit priority projects, and spot pedestrian safety improvements. Projects in the top tiers of this prioritized project list will be brought to 15% conceptual design. Further 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 (July 1, 2017 - September 30, 2017):

- Kickoff meeting with consultant team held 7/13
- Technical Advisory Committee formed
- Sounding Board advisory committee invitations issued
- Policy Framework and Existing Conditions work begun
- Design Primer workshop and two field visits (one to Central Eastside and one in the Downtown) held
- Developed logo, one-pager, and determined to refer to the project as Central City in Motion publicly

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

- First meeting of Technical Advisory Committee (October 3rd)
- First meeting of Sounding Board advisory committee (tentatively slated for October 26th)
- Development of project goals and criteria
- Begin network selection effort

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 31158

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Washington County

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

PERIOD COVERED: **1st Quarter:** July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$40,555.39

BALANCE: \$668,237.61

NOTE: The above "Expended to Date" reflects:

\$2,433.51	ODOT staff costs reported to date (89.73% Fed + 10.27% Local Match)
\$12,538.76	Consultant invoices reported paid by ODOT reported to date (89.73% Fed + 10.27% Local Match) according the Local Government Investment Pool (LGIP) draw notices from ODOT
\$25,583.12	County staff services costs thru 6/30/17 (89.73% Fed + 10.27% Local Match). Staff time costs since 6/30/17 are not yet available due to pending approval of overhead rate calculation.

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

Consultant started work 4/5/17 (NTP from ODOT). Estimated project work complete: 40%

ESTIMATED COMPLETION DATE:

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.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2017 – September 30, 2107):

July 2017 Staff and consultant work on:

- Development and review of draft screening memorandum
- Development of online Open House web page content including graphics and screening memo content inserts.

7/19/17 Conference call monthly status meeting with County and Kittelson & Associates staff. Focus was on preparation for the online Open House.

8/1/17 thru 8/31/17 Implementation of Online Open House

8/28/17 Conference call with County and Kittelson staff. Focus was on review of initial/partial online open house data results (99% responses) and next steps.

9/5/17 Online open house final feedback data results accumulated and provided to staff. Staff confirmed the eight final sites to developed to concept design.

Early September 2017 Staff worked on:

- Survey notification letters content development
- Identification of owner/resident addresses for mail-out of survey notification letters
- Final survey letter mailed
- Development and posting of project web page development including summary results of the online open house: <http://www.co.washington.or.us/LUT/BikeHikeRollStroll/arterial-pedestrian-crossings-project-preliminary-design-only.cfm>

Late September 2017

- Staff and Kittelson development/review of final screening memo
- Survey locates marked by utilities at the eight designated crossing sites in preparation for pending survey work
- 9/27/17 Final screening memo received from Kittelson

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

Start and completion of survey work by Emerio Design

Concept 30% design development of 8 selected crossing sites

Development of draft and final contents for Summary Report including:

- Final screening report
- Existing Conditions, Opportunities & Constraints (ECOC) Memorandum
- Conceptual Roadway Plans
- Summary Displays

Continued monthly status staff meetings (next scheduled meetings on 10/23/17 and 11/20/17).

Current anticipated completion of project work: end of November 2017. See discussion of this completion date in last Quarterly Report.

UPWP 1st Quarter, 2017-18: Project Development Planning

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Portland

PROJECT:	Southwest in Motion (SWIM) Active Transportation Strategy	Federal:	\$272,000
		Local:	\$31,132
		Total:	\$303,132

PERIOD COVERED: **1st Quarter:** July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$ 72,247

BALANCE: \$ 230,885

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

15%

ESTIMATED COMPLETION DATE:

October, 2018

Description

Program/Project Summary:

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

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

Summary Status

Milestones/deliverables for this reporting period (July 1, 2017 – September 30, 2107):

- PBOT assigned Senior Planner Nick Falbo as the New project lead
- Staff convened the first Stakeholder Working Group (SWG) on September 28th. The SWG was made up of liaisons for neighborhood associations, organizations (such as PCC Sylvania) and citywide committees (such as the Pedestrian Advisory Committee).
- Staff have organized a partnership with Portland State University Masters of Urban and Regional Planning students to conduct surveys and research related to active transportation in the Southwest district area.

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

- Staff will convene Stakeholder Working Group #2 to review and confirm existing conditions reports.
- Staff will create draft Existing Conditions reports related to community demographics, existing active transportation networks, and a planning and policy background review.
- Staff will create a funding opportunities summary, to connect potential project types with potential funding sources.
- Staff will compile a Geographic Information System database of planned active transportation projects in Southwest.
- Staff will create draft materials related to Alternative Street Designs under consideration in Southwest Portland for sharing with the SWG and at public engagement events.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Clackamas County

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

PERIOD COVERED: **1st Quarter:** July 1, 2017 – September, 2017

EXPENDED TO DATE: \$0

BALANCE: \$0

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)

2018

Description

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

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

Summary Status

Milestones/deliverables for this reporting period (July 1, 2017 – September 30, 2017):

Clackamas County, ODOT and City of Gladstone finalized and signed the Intergovernmental Agreement for the Project. County is waiting for ODOT's Notice to Proceed before starting with the project.

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

- Upon ODOT's Notice to Proceed, develop a draft RFQ for A&E Services.
- Send out RFQ and perform a review of Qualification submittals.
- Develop draft Statement of Work and update independent estimate, if needed.

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: **1st Quarter:** July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$79,452

BALANCE: \$143,438

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) 2018

Project Contact:

Name: John MacArthur

Title: Research

Associate

Email address: jhmacart@pdx.edu

Description

Program/Project Summary

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

Summary Status

Milestones/deliverables for this reporting period (July 1, 2017 – September 30, 2017):

- Continued to fine tune the forecast model to create purchase scenarios based on Portland, State and regional targets. PSU has met with partners to review the methodology and are updating the methodology.
- The statewide survey was closed at the end of July 2017. During August and September the data has been cleaned and readied for analysis. There are approximately 4,500 valid responses (3,500 EV owners and 1,000 hybrid owners).
- Received June 2017 statewide EV data for ODEQ in September.

**Planned major accomplishments, milestones or deliverables for the next reporting period
(October 1, 2017 – December 31, 2017):**

- Analysis EV survey data and report on the results.
- Finalize EV forecasting model.
- Analysis June 2017 EV data.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

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: **1st Quarter:** July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$3,730

BALANCE: \$887,834

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)

2020

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 (July 1, 2017 - September 30, 2017):

After meeting with ODOT, ODO and having many reviews of the RFP and Sample Contract, the documents are back with the ODO for final review prior to sending to DOJ.

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

The RFP and sample contract will be reviewed and approved by the ODO and DOJ then advertised to the general public.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19786

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: ODOT

PROJECT: I-205 Stafford Rd to OR99E

Federal: \$2,305,500

Local: \$194,500

Total: \$2,500,000

PERIOD COVERED: **1st Quarter:** July 1 – September 30, 2017

EXPENDED TO DATE: \$495,869 to date

BALANCE: \$2,004,131

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

10%

ESTIMATED COMPLETION DATE:

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

August 31, 2018

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 (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

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

The project team is expected to complete a Proof of Concept analysis and a draft Cost-to-Complete report during the quarter.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: TBD

METRO IGA: (ODOT)

STATE FISCAL YEAR: FY 2017-18

AGENCIES: City of Tualatin

PROJECT: SW Herman Rd: SW 124th Ave – SW Cheyenne Way

Federal: \$625,000

Local: \$100,000

Total: \$725,000

PERIOD COVERED: **1st Quarter:** July 1, 2017 – September 30, 2017

EXPENDED TO DATE: \$0

BALANCE: \$0

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

0% (Pre-implementation)

ESTIMATED COMPLETION DATE:

December, 2020

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

Description

In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)

Summary Status

Per previous discussions and reviews with ODOT, the project requires further pre-NEPA project development work before it can move forward into the Preliminary Engineering phase. Metro granted approval to move the project back to Planning during August 2017.

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

The project is currently in pre-implementation development stage before obligation of the STBG-Urban funds. This includes development and finalization of the ODOT Project Prospectus parts 1 & 2, plus the business charter which includes the required scope of work and budget. With these documents developed, ODOT can then develop the IGA to be ready for execution and obligation. A separate fund charge account may need to be established with ODOT to allow staff the ability to complete required reviews and development of the IGA. Below is a summary of the key pre-implementation milestone steps needed to be completed for a target STBG fund obligation of early October 2018:

1. Establish a project fund cite charge that the city will provide pre-implementation funding for ODOT to complete required project reviews.
2. Complete and submit the Project Prospectus, parts 1 & 2 to ODOT.
3. Complete and submit the Business Charter (for planning activities) consisting of an adequate scope of work, deliverables, and budget.
4. Assist in the development of the ODOT IGA.
5. Completed IGA approved and executed target date: October 2018
6. STBG fund obligation and Notice to Proceed: October/November 2018.

