

MAKING A  
GREAT  
PLACE



# FY 2017-18 UPWP

## Quarterly Reporting

**2nd Quarter**

October 1 - December 31, 2017

*December 31, 2017*

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$724,422

BALANCE: \$339,633

### 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:**

- 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
- Finalized 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
- Updated freight route designations in regional travel model to support development of Regional Freight Strategy and other regional freight planning activities
- Began additional analysis to support development of Regional Transit Strategy
- Final editing and review of 2017 Metro State of Safety Report
- Completed draft technical copy of Regional Transportation Safety Strategy
- Convened safety technical work group meeting for review of Regional Transportation Safety Strategy
- Convened transit and freight technical work group meetings for review of draft transit and freight strategies
- Presentations to TPAC, MTAC and city and county coordinating committees to review draft Regional Transportation Safety Strategy, Regional Freight Strategy and Regional Transit Strategy
- Developed initial safety system performance measure results
- Developed Executive Summary of Regional Transportation Safety Strategy, Regional Freight Strategy and Regional Transit Strategy for 2018 Regional Leadership Forum
- Coordinated with ODOT on a possible amendment to the Regional Transportation Plan
- Coordinated with ODOT on a final 2040 transportation revenue forecast
- Provided ongoing support for local Transportation System Plans

**Major accomplishments and milestones for the next reporting period:**

- Complete technical review draft of updated Regional Transit Strategy
- Complete technical review draft of Regional Transit Strategy
- Complete technical review draft of Regional Safety Strategy
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees on technical review drafts of modal strategies
- Coordinate with ODOT on a possible amendment to the Regional Transportation Plan
- Coordinate with ODOT on a final 2040 transportation revenue forecast
- Provide ongoing support for local Transportation System Plans

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$317,374

BALANCE: \$455,859

### 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](http://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.
- Agendas, memos and meeting materials to support technical work group discussions, updates to regional technical and policy advisory committees.
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees.
- Documentation of jurisdictional comments on pilot project evaluation.
- Draft system performance and transportation equity analysis results.
- Technical review drafts of the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, and 2018 Regional Safety Strategy.

**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 pilot project evaluation recommendations for further refinements.
- 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.
- Documentation of 30-day on-line public comment opportunity, January 19 community leaders forum, and March 2 Regional Leadership Forum, and supporting materials.
- Drafts of the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, and 2018 Regional Safety Strategy for discussion by Metro Council and regional policy advisory committees.

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$83,299

BALANCE: \$0

### NARRATIVE:

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

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

### Major accomplishments and milestones for this reporting period:

- Evaluated and shared findings of the Transit specific RTP Performance Measures
- Developed Report Outline
- Shared draft new policies to be included in RTP
- Developed a work plan for the Enhanced Transit Concept (ETC)
- Identified the ETC segments to be considered in workshops

### Major accomplishments and milestones for the next reporting period:

- Finalize contract with Consultant to support the ETC Workshops

- Draft new policies for the RTP
- Conduct ETC Table setting workshop and jurisdictional workshops

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$470,137

BALANCE: \$557,295

### 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 2018 STIP and 2018 MTIP reconciliation and phase slips to match up projects in both documents.
- Identified RFFA projects that have not obligated as originally programmed as part of initiating better tracking of project delivery.
- Published federal fiscal year 2016 and 2017 Obligation Reports.
- Provided comments on the ODOT 2021-24 STIP financial forecast and funding program structure.

**Major accomplishments and milestones for the next reporting period:**

- 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.
- Refine development of project monitoring standards and process. Prepare to discuss with ODOT and TPAC.
- Review and adjust Metro MTIP website page to streamline and improve 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 FFY18-21 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period October 1, 2017 through December 31, 2017:

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1342	21157	I-205 Johnson Creek-Glen Jackson Phase 2	71030	Formal	17-4830	ODOT	ODOT	Adding new HB2017 awarded project to the 2018 MTIP.
1343	19786	I-205: Stafford Rd - OR99E	70859	Formal	17-4830	ODOT	ODOT	Adding PE phase funding in the form of awarded HB2017 funds.
1344	21121	OR210: SW Scholls Ferry Rd to SW Hall ITS	71018	Administrative		Beaverton	Ken Lobeck	> SLIP Preliminary Engineering and funding (\$134,595 STP -Urban (M230) +\$15,405 Local funds = total of \$134,595) from 2018 to 2019 > SLIP Construction phase and funding (\$304,939 STP -Urban (M230) + \$34,902 Local funds = total of \$339,841) from 2018 to 2020>. TPC remains unchanged at \$835,841.
1345	18001	Clackamas County Regional Freight ITS Project	70478	Administrative		Clackamas County	Ken Lobeck	> SLIP PE phase if not already in 2018 and funding (\$311,542 of STP-U and \$35,657 of Local fund = total of \$347,199) from 2017 to 2018> SLIP Construction phase and funding (\$954,459 of STP>200K (M230) + \$109,242 of Local AND \$570,161 of STP-U (L230)+\$65,258 = total of \$1,699,120) from 2018 to 2020> Total project cost remains unchanged at \$2,251,198.
1346	19276	Jennings Ave: OR 99E to Oatfield Rd	70674	Administrative		Clackamas County	Ken Lobeck	Project has numerous issues but for now only address slipping construction to 2019.
1347	19120	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	70799	Administrative		Gresham	Ken Lobeck	ROW already slipped to 2018. Construction phase and funding required to slip to 2019.
1348	19279	Sandy Blvd: NE 181st Ave to E Gresham City Limit	70684	Administrative		Gresham	Ken Lobeck	Construction phase needs to slip to 2019.
1349	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	70878	Administrative		Gresham	Ken Lobeck	PE to start in 2019. Assuming 2 year PE phase. Push out ROW to 2021. Leave CON in last year (2021) as programmed.
1350	18004	Oak and Baseline: SW Adams - SE 10th at Maple to Main St	70497	Administrative		Hillsboro	Ken Lobeck	ADJUST description to reflect adjusted study area. Scope does not change on the study area limits. Revised description is now:"Oak & Baseline: SW Adams -SE 10th at Maple to Main St"> SLIP Planning phase and funding \$500,000 of STP -Urban + \$57,227 of local match = total of \$557,227) from 2017 to 2018.
1351	21039	Regional TSMO Program (2016)	71008	Administrative		Metro	Ken Lobeck	SLIP Other phase from 2017 to 2018.
1352	19289	Transportation System Management & Operations (TSMO) Program 2018	70671	Administrative		Metro	Ken Lobeck	Add funding from Key 19288 to Key 19289 in FY 2018.
1353	19288	Transportation System Management & Operations (TSMO) Program 2017	70671	Administrative		Metro	Ken Lobeck	Funding is to be combined into Key 19289.
1354	19298	OR 99W: SW 26th Ave-SW 19th (Portland)	70676	Administrative		Portland	Ken Lobeck	SLIP PE phase to 2018: \$400,000 of STP -Urban + \$45,782 of local match = total of \$445,782> SLIP ROW phase to 2020: \$100,000 of STP -Urban + \$11,445 of local match = total of \$111,445> SLIP Construction phase to 2021: \$1,294,000 of STP -Urban + \$148,104 of local match = total of \$1,442,104> TPC remains unchanged at \$1,999,331.
1355	19299	Portland Central City Safety Project - Phase 2	70677	Administrative		Portland	Ken Lobeck	> SLIP PE: \$648,000 of CMAQ + \$74,167 of local match = total of \$722,167 to 2018> SLIP ROW: \$100,000 of CMAQ + \$11,445 of local match = total of \$111,445 to 2020> SLIP Construction: \$3,900,000 of CMAQ + \$446,372 of local match = \$4,346,372 to 2021.
1356	18772	OR212: SE Richey Rd - US26	70761	Administrative		ODOT	Ken Lobeck	> DELETE ROW phase fund type Code of NHPP and replace it with ADVCON (Advance Construction ACP0)> ADD ROW phase and funding to 2018 MTIP as follows: \$143,568 of ADVCON + \$16,432 state match = total of \$160,000> Leave construction phase in 2018> TPC remains unchanged at \$3,219,501.

1357	20702	OR99W SB Ram\p to I-5 SB (Capital Hwy Intchg)	71016	Administrative		ODOT	Ken Lobeck	> ADD (SLIP from 2017 to 2018) PE Phase to 2018 BUT change federal fund code of NHPP to ADVCON (Advance Construction ACP0) \$35,892 of ADVCON + \$4,108 of state match = total of \$40,000> Leave construction phase and funding in 2018 as well. TPC remains unchanged at \$408,000.
1358	18026	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.	70480	Administrative		Sherwood	Ken Lobeck	Slip ROW to 2019 and, construction to 2020, until the re-scoping effort is completed over the next couple of months.
1359	19749	Beef Bend Culvert Replacement	70848	Administrative		Washington County	Ken Lobeck	MTIP description expansion increasing PE and construction phase funding to address an added scope element.
1360	21105	Ride Connection-5310 E&D Transit Capital (17-19)	71026	Administrative		Other	Ride Connection	Slip Other phase and funding from 2017 to 2018.
1361	18117	2012 Wilsonville/SMART Employer Program	71031	Administrative		SMART	Ken Lobeck	SLIP Other phase and funding (\$68,093 of STP-U + \$7,794 of local match = total of \$75,887) from 2016 to 2018. TPC remains unchanged at \$75,887.
1362	18119	SMART EMPLOYER OUTREACH PROGRAM 2013	70222	Administrative		SMART	SMART	SLIP Other phase and funding (\$70,887 of STP-U + \$8,113 of local match = \$79,000) from 2017 to 2018> TPC remains unchanged at \$79,000.
1363	21123	SMART Regional Travel Options Program (2017)	71022	Administrative		SMART	Ken Lobeck	SLIP Other phase and funding (\$78,938 of STP>200k + \$9,035 local match = \$87,973) from 2017 to 2018> Not slipped in 2018 MTIP or STIP> Change Lead Agency from Metro to SMART> TPC = \$87,973.
1364	21106	TriMet-5310 E&D Transit Capital (17-19)	71027	Administrative		TriMet	Ken Lobeck	SLIP Other phase and funding (\$3,201,779 of 5310 + \$1,366,458 local match = \$3,568,237) from 2017 to 2018.
1365	21122	TriMet Regional Travel Options Program (2017)	71021	Administrative		TriMet	Ken Lobeck	Slip OTHER phase to 2018.
1366	19330	Bus Purchase (5339 Funds)	70733	Administrative		TriMet	Ken Lobeck	Slipping transit implementation year (Other phase) from 2017 to 2018.
1367	19340	FY17 Bus & Rail Preventive Maint	70742	Administrative		TriMet	Ken Lobeck	Slipping transit implementation year (Other phase) from 2017 to 2018.
1368	21193	I-205 Paving Project	71032	Formal	17-4844	ODOT	ODOT	Adding a new HB2017 awarded project to the 2018 MTIP.
1369	19763	I-84: Graham Road Bridge Replacements	70858	Formal	17-4844	ODOT	ODOT	Adding HB2017 funding to 2018 MTIP project.
1370	21178	US26 (Powell Blvd): SE 99th - East City Limits	71033	Formal	17-4844	ODOT	ODOT	Adding HB2017 awarded funding project to the 2018 MTIP with the exception of the Construction phase as the construction year in 2020 is outside of the current 2018-2021 MTIP years.
1371	21179	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	71034	Formal	17-4844	ODOT	ODOT	Adding PE phase only at this time. Project is not in the current 2014 RTP. The project was entered in the draft 2018 RTP. ROW and construction phases will be added to the MTIP after the 2018 RTP is approved. Note: ROW is not scheduled until FFY 2020. No delivery timing issues exist by waiting.
1372	18772	OR212: SE Richey Rd - US26	70761	Formal	17-4844	ODOT	ODOT	Project combines Key 18764 Deep Creek Culvert (non-MPO) into Key 18772 - HB2017 funded award as well.
1373	19355	OR212: Rock Creek at Richey Rd	70807	Formal	17-4844	ODOT	ODOT	Adding awarded HB2017 funding to address a PE and construction phase funding shortfall.
1374	19356	OR212: UPRR Structure - Rock Creek	70808	Formal	17-4844	ODOT	ODOT	Adding awarded HB2017 funding to address a PE and construction phase funding shortfall.
1375	21177	OR213 (82nd Ave): SE Foster Rd - SE Lindy St	71035	Formal	17-4844	ODOT	ODOT	Adding a new awarded HB2017 project to the MTIP.

1376	20299	US26: SYLVAN - OR217	70940	Formal	17-4844	ODOT	ODOT	Adding awarded HB2017 funding to PE and construction phases to address phase funding shortfalls.
1377	20435	OR99W: I-5 - MCDONALD ST	70988	Formal	17-4844	ODOT	ODOT	Adding \$1 million of awarded HB2017 funding to address a construction phase funding shortfall and correct incorrect MTIP fund type codes.
1378	21194	OR99W: McDonald - Fischer Rd	71036	Formal	17-4844	ODOT	ODOT	Adding a new HB2017 awarded project.
1379	20300	US26: OR217 - CORNELL RD	70941	Formal	17-4844	ODOT	ODOT	Adding awarded HB2017 funding to address a PE and construction phase funding shortfall.
1380	19071	I-5 Rose Quarter Improvement Project	70784	Formal	17-4844	ODOT	ODOT	Adding awarded HB2017 funding for continued PE phase activities.
1381	21195	East Multnomah County Road Connection ITS	71015	Formal	17-4844	Gresham	Ken Lobeck	Adding a new TSMO funded ITS project to the 2018 MTIP. Technically this is a split project as it is currently part of the 2018 TSMO project grouping bucket in Key 19289. However due to the complexities with ITS project Metro general policy will be to process new ITS projects via a formal amendment.
1382	19289	Transportation System Management & Operations (TSMO) Program 2018	70671	Formal	17-4844	Metro	Ken Lobeck	Reducing the FY 2018 TSMO project grouping bucket to shift STP and match to new Gresham East Multnomah County Road Connections ITS Project.
1383	16986	Division Street Corridor Improvements (Gresham)	70542	Formal	17-4844	Gresham	Ken Lobeck	Re-Adding project to 2018 MTIP enabling project development activities to continue and moved some funds around. Prior cycle PE moved to Other Phase.
1384	21158	I-5 Columbia River (Interstate) Bridges	71037	Formal	17-4844	ODOT	Ken Lobeck	Adding a new system preservation/rehab/maintenance project to the 2018 MTIP per OTC approval.
1385	19794	SE 122nd Ave: Johnson Creek Bridge Replacement	70851	Formal	17-4844	Portland	City of Portland	Cost increase to add required utility relocation phases and a significant increase to construction phase to address a construction phase shortfall.
1386	18022	Foster Road Streetscape: SE 50th - SE 84th	70482	Formal	17-4844	Portland	City of Portland	Adding funding primarily to the construction phase to address a scope change involving storm water mitigation compliance requirement added to the project.
1387	19300	North Rivergate Freight Project	70678	Formal	17-4844	Portland	City of Portland	Adjusting the short and detailed description and updating the project phase timing in the 2018 MTIP based on the project manager's latest assessment.
1388	13502	NE Columbia Blvd at MLK Jr. Blvd	70110	Formal	17-4844	Portland	City of Portland	Adding \$300k to the construction phase resolving final phase shortfall and allowing the construction phase to finally obligate.
1389	20815	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	70881	Formal	17-4844	Tualatin	City of Tualatin	Moving the project back from PE to the Planning phase to focus on required project development activities.
1390	19787	NE Kane Drive at Kelly Creek Culvert	70850	Administrative		Gresham	City of Gresham	Adding an Other phase to necessitate expedited acquisition of precast culvert section to accommodate on-time delivery of the project.
1391	21221	232nd Drive at MP 0.3	71038	Administrative		Clackamas County	Clackamas County	Adding a new Emergency Relief project to the 2018 MTIP.
1392	18833	NE 238th Dr: NE Halsey St - NE Glisan St	70775	Administrative		Multnomah County	Multnomah County	Slipping ROW from 2018 to 2019 and Construction from 2018 to 2020.
1393	19149	Morrison Bridge Deck Lift Replacement	70822	Administrative		Multnomah County	Multnomah County	Canceling the Other phase and shifting the funding back into the construction phase.
1394	18791	OR8 at OR219 and SE 44TH Ave (Hillsboro)	70764	Administrative		ODOT	ODOT	Combining Key 20746 (next project in amendment list) into Key 18791. This is a straight project combination effort. There are no new funds being added or changed in the project scope between the two projects. Key 18791 was combined last summer with 18793 and at that time scope name and funding were all accomplished via a formal amendment.
1395	18583	US26: SE 282nd Ave (Boring Rd) Oxing	70817	Administrative		ODOT	ODOT	Adding an Other phase for the project by splitting \$50K off from construction and then backfilling construction with reserve funds.
1396	20508	I-205: ABERNETHY BRIDGE - SE 82ND DR	70982	Administrative		ODOT	ODOT	Adding \$277k of IM program funds to support PE Phase. Cost increase = 4.9%.

1397	19297	East Portland Access to Employment and Education	70675	Administrative	Portland	City of Portland	Slipping the construction phase and funding to 2019.
1398	19723	HSIP 2016 Bike/Ped Improvements Portland	70840	Administrative	Portland	City of Portland	Correcting the project name for consistency to line up with ODOT plans.
1399	18769	OR99E: Rockfall Mitigation MP12.62 - MP14.06	70801	Administrative	ODOT	ODOT	Splitting \$50k from Construction phase to separate out tree removal scope element.

Notes:

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

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## QUARTERLY REPORT

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GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	<b>Air Quality Program</b>	<b>BUDGET:</b>	<b>\$43,902</b>
		PL	\$43,902

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$3,378

BALANCE: \$40,524

### **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:**

- 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)
- Execute Metro Planning Department and DEQ Air Quality Division MOU agreement (Winter/Spring 2018)

### **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)



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## QUARTERLY REPORT

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GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$78,438

BALANCE: \$67,965

### **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:**

- 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 if 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.
- Continued 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 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, which is on hold for further budget assessment).

### **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 Regional Transportation Plan, convene a Community Leaders' Forum to discuss findings on the draft project lists and key findings to inform and garner feedback from the community perspective, especially those representing interests of historically marginalized communities.

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$3,041

BALANCE: \$456,498

### 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 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

**Major accomplishments and milestones for the next reporting period:**

- Set schedule of workgroup meetings for 2018
- Finalize Phase 2 scope of work with ODOT
- Continue research on design classifications for policy map update
- Develop design classification maps workshop for TPAC/MTAC workshop
- Begin work on content for guide

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## QUARTERLY REPORT

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FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: October 1, 2017 – December 31, 2017

### **NARRATIVE:**

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

### **Major accomplishments 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.
- Published the next in the Regional Snapshot series, focused on regional housing issues
- For the Regional Transportation Plan, developed engagement strategy for January 2018 comment period, which will focus on the draft project lists and preliminary analysis.

### **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 the region's affordable housing crisis
- For the Southwest Corridor Plan, continue stakeholder and public outreach for DEIS development and continue to convene Citizens Advisory Committee; develop engagement strategy for DEIS release and comment period.
- For the Regional Transportation Plan, conduct January 2018 comment period, focused on the draft project lists and preliminary analysis.

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## QUARTERLY REPORT

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GRANT: FY 2018 TSMO STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$34,264

BALANCE: \$38,682

### 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 October 11 and December 13 at ODOT Region 1
- In October, Hau Hagedorn presented PSU's national bike/ped data archive work; Caleb Winter facilitated discussion on elements to go into the TSMO Strategy (updating the TSMO Plan); Galen McGill and Scott Cramer with ODOT discussed ways to communicate TSMO funding needs, focusing on an asset management survey of signalized intersections.
- In December, A.J. O'Connor with TriMet walked through the Rail Operations Optimization Technology (ROOT) project.
- Nathaniel Price, FHWA, conducted a mini ITS Architecture workshop with TransPort and interested parties at ODOT Region 1 Nov. 8. Nathaniel provided an overview of the new ITS architecture tools from FHWA with ARC-IT, SET-IT and RAD-IT. He provided a live demo of RAD-IT using the region's architecture, updated from Turbo. Questions were raised about whether several newer projects were covered in the region's ITS architecture and Nathaniel used RAD-IT to show that they were already covered.
- All ITS Network agencies replaced ITS Network switches except Beaverton which has a technical issue to resolve before using the switch. Metro initiated a schedule and managed the replacements. TriMet verified each successful replacement so that there were no network outages during the changes.

- Completed PORTAL contract for '16-'17 and began '17-'18 contract.

**Major accomplishments and milestones for the next reporting period:**

- Discuss TSMO Strategy update with stakeholders and to hear larger areas of focus.
- Draft and update to TransPort Subcommittee Bylaws and review with stakeholders.

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## QUARTERLY REPORT

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GRANT: TSMO Strategic Plan STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 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:**

Held beginning scoping discussions with stakeholders starting with TransPort Oct. 11 at ODOT and then TPAC Oct. 27 at Metro. Both discussions will help inform the TSMO Strategy scope of work.

#### **Major accomplishments and milestones for the next reporting period:**

Advance IGA and procurement work with ODOT to bring consulting services on board.



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## QUARTERLY REPORT

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GRANT: STP RTO  
STP ODOT

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$726,869

BALANCE: \$1,571,818

### 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 conducted a workshop for Collaborative Marketing Group members in October, as part of the RTO Strategy Update. Updated marketing plan expected to present to partners in June, 2018 .
- 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 presented to partners in January, 2018. .
- RTO and Metro staff produced a series with newsfeed stories, videos and infographics to inform on details of the expanded sponsorship program.  
<https://www.oregonmetro.gov/news/metros-regional-travel-options-expands-sponsorship-funding-opportunities>
- Ordered walking and biking safety lights for partner distribution.
- Conducted storytelling workshop for partners.
- Conducted Motivational Interviewing workshop for partners

*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 Q2, including;
  - Portland Bureau of Transportation 2018 Sunday Parkways, \$15,000, \$5,000
  - Go Lloyd E-Bike Challenge, \$3,500
  - Community Cycling Center Holiday Bike Drive, \$2,500.

*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](http://www.DriveLessConnect.com) added 389 new users between October 1 and December 31, 2017. The Regional Network totals 15,913 registrants, with 3,820 active. Total savings this quarter were \$82,339; 12,015 gallons of gas; and, 220,972 pounds of CO2.
- Discussion begins for the 2018 State Challenge.
- 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 2nd quarter, Drive Less Connect staff responded to 5 support calls and emails. Calls were for administrator support. Support time has been dedicated to network administration, training, and user and network corrections. There were no new networks or administrators added to Drive Less Connect this quarter.
- 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 was completed with Nelson\Nygaard. Metro staff began analyzing the data from the telephone survey, and began planning presentation of the data to partners and interested parties.
- 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.

*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 continued to finalize project grants from the FY 15-17 RTO grant round.

- Beaverton School District, Safe Routes to School Program – Final program report submitted, detailing activities and outcomes of grant project.
- City of Gresham, Gresham Sharrows – Sharrows completed, final report submitted.
- City of Lake Oswego, Active Transportation Counters – Final report submitted.

- City of Tigard, Safe Routes to School Coordinator – Awaiting final report from new coordinator.
- Explore Washington Park (formerly Washington Park TMA) will install trail wayfinding signage to help visitors navigate to and from transit stops. No progress reported this quarter.
- Gresham Chamber East County Bicycle Tourism Initiative – Marketing and outreach work has been completed. Grant complete.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Grant extended to Dec 2017.
- Portland Bureau of Transportation, Active Portland: Open Streets, Connected Communities – Awaiting final report after grant completed Dec 2017.
- Portland Community College, TDM Coordinator & Bicycle Improvements – Awaiting final report after grant completed Dec 2017.
- Portland Public Schools, Healthy Travel Options to School – Grant extended one year to July 2018.
- Ride Connection, RideWise Urban Mobility Support & Training – Q9 progress reports show a total of 690 people received training.
- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach – Q1 report submitted, grant extended until Dec 2018.
- Westside Transportation Alliance TMA – Awaiting final report after grant completed Dec 2017.

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

- Beaverton School District - Safe Routes to School Program – Grant cycle began at beginning of Q2, with first progress report to be submitted in Q3.
- The Street Trust (formerly BTA) - Access to Bicycling – Hosted 8 Women bike events, 2 educational legal clinics, three cultural and neighborhood-specific rides, and participated in the Women Bike Month Wrap Party with BKETOWN in Q1,
- City of Milwaukie - Downtown Milwaukie Wayfinding - Progress made on signage design, contracting and construction documents. Project on schedule.
- City of Portland - Smart Trips. Smart City. Grant agreement complete. Q2 report not yet submitted.
- City of Tigard - Safe Routes to School Program – organized and presented National Walk and Bike to School day, worked with schools on developing local SRTS events and programs.
- Clackamas Community College - Expanding Access to Education – Continued CCC promotion of the discounted pass program, carpool incentive, CCC Xpress shuttle and bike pilot promotion.
- Clackamas County - Clackamas County Active Transportation Counting – Counters purchased in Q2. Planning locations and installation occur in next quarter.
- Community Cycling Center - Community Safe Routes to School - Outreach began for SRTS community partnerships in Q1
- Explore Washington Park - Washington Park Travel Options Incentive – RFP went out for marketing research services in Q1. Selection of consultant next quarter.
- Hillsboro Parks and Recreation - Rock Creek Trail Counters –Installation of counters will begin Q2.
- Hillsboro Parks and Recreation - Rock Creek Trail Access Video – Video currently under development, to be completed between Q2/3.
- Multnomah County - Safe Routes to School Program - Grant agreement complete. In process of hiring SRTS Coordinator. Limited progress made to date on project.
- Oregon Walks - Oregon Walkways - Grant agreement complete. Planning for Oregon Walkways event in Lents, held “September” event consisting of 40 community walks

- Portland Community College - Expanding Commuting Options - Grant agreement complete. Hired staff, created outreach materials, conducted outreach activities, planning for bicycle parking facilities, completed student commute survey
- Ride Connection – RideWise – Grant agreement complete. 15-17 grant drawn down and work on this grant to begin Q2.
- 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 – WTA hired two new staff and began a website rebranding and expanding business services.

*Begin 2018 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.
- All five scheduled 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 covered include Expanding the RTO Program in Suburban Areas, Technology's Role in the RTO Program, Developing a Regional Safe Routes to School program, Regional Marketing Coordination, and Creating New Partnerships with Community Organizations.
- The initial draft Strategy document is complete and will be presented to TPAC and JPACT in January 2018 prior to release for comment and input from stakeholders and interested members of the public.

**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)*

- Continue presentation of research on transportation and behavioral change messaging for Communities of Color.
- Continue to update regional transportation photography asset library.
- Issue an RFP for marketing services for the Collaborative Marketing Group
- Finalized amended contract for work for 2017-2018 funding opportunity from ODOT for marketing and outreach.
- Create a Collaborative Marketing Group partner kit.
- Develop two-year marketing plan for Collaborative Marketing Group, including campaign plan for 2018-2019
- Deliver walking and biking safety lights to partners
- Create online platform on Basecamp 2 for partner collaboration

*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)*

- 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.
- Work with contractor on creating digital Bike There plan.

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

- Continue management and support of the network for 2017-18.
- Participate in ODOT rideshare network working group for 2018/2020 upgrade.

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

- 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)*

- Progress updates from all RTO grantees.

*2019 Regional Travel Options strategic plan update*

- Regional advisory committee discussions and public comment opportunity through February.
- Following discussion at regional advisory committees and public comment, the Strategy is scheduled for adoption in Spring 2018.
- Post-adoption work to develop funding methodology and Safe Routes to School regional program is scheduled for Spring/Summer 2018.

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## QUARTERLY REPORT

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GRANT: FY 2018 STPBG

FISCAL YEAR: FY 2018 AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$66,117

BALANCE: \$31,081

### **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 presentation materials on the Regional Freight Strategy for January 3<sup>rd</sup> TPAC and MTAC workshop.
- Updated the table of contents for the Regional Freight Strategy including new chapters and sections.
- Complete a final draft Regional Freight Network map with an intern's assistance.
- Completed final draft of Chapters 1 thru 6 of the Regional Freight Strategy.
- Developed agenda items and materials for, and facilitate the Regional Freight Work group meeting on November 20, 2017.
- Refined regional freight policies, including a new freight safety policy, based on regional freight goals in the 2010 Regional Freight Plan.

### **Major accomplishments and milestones for the next reporting period:**

- Participate in Portland Freight Advisory Committee and Oregon Freight Advisory Committee.
- Give a presentation at TPAC and MTAC workshop in January on the major changes in the Regional Freight Strategy.
- Complete first draft of Chapters 7 thru 10 of the Regional Freight Strategy.
- 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).

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$634,718

BALANCE: \$746,869

### 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
- Updated the regional buildable lands inventory and presented first draft to stakeholders
- 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)
- Provided data and analysis in 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
- Incorporated user feedback to provide data clean-up and enhancements to the rental market database
- Provided technical assistance to the Regional Snapshots program
- Provided standardized demographic and socio-economic data to RLIS users
- Provided technical assistance to the Property and Environmental Services department in support of regional solid waste management (Ongoing)
- Provided data, mapping and technical analysis to support regional parks management (Ongoing)
- 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:**

- Incorporate stakeholder feedback to finalize regional buildable lands inventory
- Continue to provide data and technical assistance to the RTP
- Provide data, mapping and analytic support to the Regional Transit Strategy
- 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
- Coordinated first stage in update to the regional regulated affordable housing inventory
- 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



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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$253,319

BALANCE: \$197,015

### 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:

- Completed regional economic forecast expert peer review panel
- Completed all phases of MetroScope validation process and peer review
- Received final delivery of DSP model and documentation
- Draft Developer Supply Processor delivery – phase 1 work to incorporate model and findings into 2018 UGR has been put on hold
- Regional Economic Forecast – draft forecast completed; presented draft regional forecast to LUTAG; draft documentation completed for later review with Metro Council, MPAC, MTAC (next quarter)

- Completed first draft BLI
- Land Use Technical Advisory Group (LUTAG) – met several times to review:
  - Buildable Land Inventory draft
  - DSP model draft
  - Regional Forecast
  - Urban growth report assumptions / discussion of BLI redevelopment and other factors
  - MetroScope validation
  - Peer BLI review - ongoing
- Residential MF redevelopment (regression-based redevelopment probability model) – completed draft discrete choice modeling; completed draft documentation for review
- H+T modeling – prepared a working draft of the H+T model

**Major accomplishments and milestones for the next reporting period:**

- DSP model on hold – need to craft implementation strategy to fold DSP into MetroScope land use model for post-2018 analytical cycle; develop new scope of work for DSP model integration with MetroScope land use model = phase 2
- Regional Forecast – finalize draft and incorporate into draft 2018 UGR document; includes range forecast discussion and determination
- Buildable Land Inventory (incorporate new redevelopment methodology) – continuation of BLI discussion of assumptions to be completed
- Peer review of BLI to be completed
- Test prototype Housing + Transportation Cost (base year and forecast year) index tool
- Develop new base year for next cycle of RTP and travel forecasting tasks
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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$277,949

BALANCE: \$1,092,345

### 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

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

##### RTP Performance Measures

- The RTP update is proposing new performance measures to quantify the effectiveness of the plan. Modeling staff is participating in an ongoing effort to develop, test, and evaluate the measures. Several key topical areas include equity, safety, health, and congestion.

#### New Models:

##### Activity Based Model

- Metro staff continue to pursue development of an activity-based travel demand model platform. Metro staff participated regular coordination meetings for the Southern Oregon Activity-Based Model (OR-RAMP) project.

#### Trip-Based Model

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

#### Truck Model

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

#### Bike Routing Algorithm

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

#### Innovative Solutions (ad hoc analysis)

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

#### Model Maintenance

##### Modeling Network Attributes

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

##### Travel Demand Model Input Data

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

##### Travel Demand Model Computer Code

- Modeling staff reviewed coding that extracts performance measures for the RTP update.

#### Statewide and National Professional Development

##### Oregon Modeling Steering Committee

- Staff continues service on the Committee and several subcommittees.

##### Transportation Research Board Committees

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

#### **Major accomplishments and milestones for the next reporting period:**

#### Survey and Research

##### 2020 Travel Behavior Survey

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

##### RTP Performance Measures

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

#### New Models

##### Activity Based Model

- Staff will prepare for the delivery of the OR-RAMP ABM model platform. Staff will continue participate in the Southern Oregon ABM development project.

#### Trip-Based Model

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

#### Truck Model

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

#### Bike Routing Algorithm

- Methods for improving the bike routing algorithm will be tested and evaluated through a partnership project proposed with the City of Portland.

#### Innovative Solutions (ad hoc analysis)

- Work on the H+T prototype will be finalized and presented to planning department staff.

#### Model Maintenance

##### Modeling Network Attributes

- As warranted.

##### Travel Demand model Input Data

- As warranted.

##### Travel Demand Model Computer Code

- As warranted.

#### Statewide and National Professional Development

##### Oregon Modeling Steering Committee

- Staff will continue to participate on the Committee and several subcommittees.

##### Transportation Research Board Committees

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

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## QUARTERLY REPORT

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GRANT: SHRP2 C20 IAP  
Behavior-Based Freight Model STP

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 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:

Technical work completed and consultant delivered model file set during Q1.

### Major accomplishments and milestones for the next reporting period:

Completion of final report and contract close-out during Q2.

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$55,355

BALANCE: \$47,950

### 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)

- Attended modeling meetings, prepared and coded networks, completed numerous model runs to analyze a variety of pricing scenarios, and shared results with ODOT, their consultants and other partners on a regional project.
- Performed new assignments including requested network modifications, and provided resulting auto and intersection volume plots to a consultant working with the City of Gresham
- Provided modeled travel time data to TriMet.
- Provided auto volume plots to a consultant working with a city in Clackamas County.
- Added additional network detail in an area of Clackamas County, and performed initial model runs in preparation for an upcoming study.

#### Data and Modeling Services (private agencies)

- Provided auto volume plots to a consultant working on a private development project.

#### Maintenance Fees for Modeling Software used by Regional Jurisdictions

- No activity.

### Major accomplishments and milestones for the next reporting period:

#### Data and Modeling Services (public agencies)

- Provide 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.



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## QUARTERLY REPORT

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GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION:	<b>MPO Management &amp; Services</b>	<b>BUDGET:</b>	<b>\$292,376</b>
		PL	\$292,376

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$93,807

BALANCE: \$198,569

### 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 second quarter progress reports
- Coordination of monthly JPACT and TPAC meetings in October, November and December.
- Participation in October OMPOC meeting (in Bend)
- Participation in October quarterly Oregon MPO and Transit meeting (in Eugene)
- Reformed TPAC Meeting Schedule for 2018 that introduces monthly joint workshops with MTAC

**Major accomplishments and milestones for the next reporting period:**

- Coordination of monthly JPACT and TPAC meetings
- Complete draft work plan for addressing federal certification findings
- Complete draft 2018-19 UPWP, including coordination with Metro budget
- Complete draft 2018-19 UPWP Consultation
- Participation in January OMPOC meeting (in Salem)

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$416,531

BALANCE: \$1,495,595

### 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)
- 35% Design (Spring 2018)
- Public engagement and design refinement continues (Winter/Spring 2018)

**Major accomplishments and milestones for the next reporting period:**

- Documented Categorical Exclusion worksheet submitted to the FTA (Summer/Fall 2018)
- Section 106 Historic and Cultural Consultation with State Historical Preservation Organization, Tribes, and other Consulting Parties (Spring/Summer 2018)

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## QUARTERLY REPORT

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GRANT: Other Funds

FISCAL YEAR: FY 2018

AGENCY: Metro

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

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PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$2,313,955

BALANCE: \$0

### NARRATIVE:

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

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:

- Complete sending of draft DEIS sections to participating agencies for review and comment
- Continue to revise draft DEIS analysis informed by agency comment
- Continue to collaborate with project partners to identify the draft Preferred Alternative for inclusion in the DEIS
- Submit full draft DEIS to FTA staff for review and comment
- Start 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

**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

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## QUARTERLY REPORT

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GRANT: FY 2016 STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$72,761

BALANCE: \$21,982

### 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:
  - Began the Phase II subsurface and building material sampling for the first phase of the

- Riverwalk design area.
  - Utilized the consultant firm Stantec to begin outreach on the McLoughlin Corridor
  - Obtained an application for Technical Assistance from the City of Milwaukie for the Sparrow site. The City is considering acquiring the site for cottage/cluster housing development.
- Southwest Corridor Equitable Development Strategy (SWEDS):
  - Began the process of identifying specific data sets for the creation of the Regional Quality of Life (RQL) Index
  - Held two Project Oversight Committee (SPOC) meetings in September and November
  - Held the first meeting of the Business & Workforce Advisory Group in September.
  - Finalized SW Corridor household profiles
  - Began initial outreach on Storytelling series, which will highlight 6-8 household profiles
  - Introduced Draft Equitable Development Principles for SPOC consideration
  - 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:
  - Produce final report on Willamette Falls Phase II sampling
  - Produce technical memo on City of Milwaukie Sparrow site
  - Attend various public engagement opportunities throughout the McLoughlin Corridor
  - Begin additional assessments on sites within the McLoughlin Corridor
  - Continue outreach to specific property owners to encourage participation in the program
- Southwest Corridor Equitable Development Strategy (SWEDS):
  - Hold Business and Workforce Advisory Group in January
  - Hold Project Oversight Committee (SPOC) meetings in January and March
  - Finalize Equitable Development Principles with SPOC
  - Begin construction of Regional Quality of Life (RQL) Index tool
  - Produce Draft Conditions Report
  - Produce Storytelling series for public outreach purposes
  - Exhibit partner activities and continue discussions about Pilot Projects/community sub-grants
  - Finalize Public/Stakeholder Engagement Strategy



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## QUARTERLY REPORT

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GRANT: Economic Value Atlas STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$66,017

BALANCE: \$550,248

### 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:

- Draft economic performance indicators (Completed December 2017)

### Major accomplishments and milestones for the next reporting period:

- Economic Value Atlas (FOURTH QUARTER)
  - Final economic performance indicators (THIRD QUARTER)
  - Early spatial mapping activities (THIRD QUARTER)

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## QUARTERLY REPORT

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GRANT: ICM-DPG-2013  
Other Funds

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$8,070

BALANCE: \$231,530

### 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 workshop with key stakeholders from agencies, towing, freight and active transportation Sept. 13 at ODOT Region 1.
- Held Project Steering Committee meeting Nov. 7 at City of Gresham where we took the long list of ideas generated to date and prioritized through a dot exercise. More than a dozen operations alternatives will go through advanced screening and narrowed further by evaluation criteria in subsequent PSC meetings. This PSC meeting also revisited and added elements to the vision goals and objectives that were identified by key stakeholders and for better alignment with the RTP update.

**Major accomplishments and milestones for the next reporting period:**

- Further screening will be applied to operations alternatives to narrow to 6 alternatives for evaluation.
- The SEMP will be finalized.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 18280

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Sherwood

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

PERIOD COVERED: **2nd Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$ 170,073

BALANCE: \$ 296,927

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PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: (0 to 100%)	99.5%
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ESTIMATED COMPLETION DATE: (When all project deliverables are complete and the project is moving to complete final reimbursements)	February, 2018
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**Description**

**Program/Project Summary:**

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

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

**Summary Status**

**Milestones/deliverables for this reporting period (October 1, 2017 – December 31, 2017):**

- Met w/ ODOT LAL and Metro Funding Programs Lead to discuss transfer of some or all remaining budget from planning project (key no. 18280) back to other part of overall project (key no. 18026)
- ODOT LAL and Metro waiting on formal Project Change Request (PCR) to formalize above and other changes to project 18026 (SW Oregon St to OR 99W).

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 - March 31, 2018):**

- City to submit PCR to ODOT LAL in early January; ODOT LAL to review and forward to Metro staff for review/acceptance/approval; Metro/FHWA approval expected in February/March 2018 (by end of Federal Fiscal Year Quarter #2).
- Once above is complete, balance transfer between 18280 and 18026 will be programmed accordingly and reflected in appropriate STIP categories.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Wilsonville

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

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PERIOD COVERED: **2nd Quarter:** October 1 – December 31, 2017

EXPENDED TO DATE: \$485,804

BALANCE: \$907,264

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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)*

March 2019

**Description**

**Program/Project Summary:**

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

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

**Summary Status**

**Milestones/deliverables for this reporting period (October 1, 2017 – December 31, 2017):**

No milestones or deliverables were completed during this reporting period. FHWA and ODOT are reviewing the project scope of work for NEPA compliance. As a result, all project work is on hold until FHWA makes a final determination.

**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 – March 31, 2018):**

FHWA and ODOT review of the project scope of work is anticipated to be complete within this reporting period. Depending on FHWA determination, a revised schedule with project milestones and deliverables will be created. Until that time, no project milestones or deliverables are anticipated within the next reporting period.

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Metro & City of Hillsboro

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PROJECT:	Oak & Baseline: SW Adams St – SW 10 <sup>th</sup> Ave at Maple St to Main St (Hillsboro)	Federal: \$500,000 Local: \$57,227 Total: \$557,227
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PERIOD COVERED: **2nd Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$0

BALANCE: \$0

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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 10<sup>th</sup> 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 (October 1, 2017 – December 31, 2017):**

Project Change Request submitted and approved by Metro and ODOT.

Project amended into the STIP.

**Planned major accomplishments, milestones or deliverables for the next reporting period  
(January 1, 2018 – March 31, 2018):**

Review phase of scope of work. IGA amendment recognizing project change request for the name change of the project.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 17466

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Metro & ODOT

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

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PERIOD COVERED: **2nd Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$ 4,205

BALANCE: \$ 107,240

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

5%

ESTIMATED COMPLETION DATE:

April, 2019

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

**Description**

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

Trail Plan for Tryon Creek State Natural Area to Foothills Park and Willamette Greenway in Lake Oswego.

The purpose of the Project will be planning work, environmental study, field work, conceptual design, alignment recommendations and cost estimates for a trail in this area.

The Trail Plan 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 (October 1, 2017 – December 31, 2107):**

Staff has drafted final scope of work with consultant and ODOT staff.

**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 -March 31, 2018):**

Begin planning process in late February: form Technical Advisory Committee (TAC), hold site visit for TAC and work on existing conditions report for the trail plan. Coordinate with local partners and ODOT on the plan.



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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19299

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Portland

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

PERIOD COVERED: **2<sup>nd</sup> Quarter:** October 1, 2017 - December 31, 2017

EXPENDED TO DATE: \$ 294,056.34

BALANCE: \$ 645,458.87

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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:**

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 (October 1, 2017 – December 31, 2017):**

- Developed project goals and criteria
- Completed existing conditions analysis
- Drafted project design primer
- Developed draft pedestrian, bikeway and transit priority network maps
- Held two Technical Advisory Committee meetings (Materials available here: <https://www.portlandoregon.gov/transportation/article/658227>)

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

- Held first meeting of Sounding Board advisory committee (Materials available here: <https://www.portlandoregon.gov/transportation/article/663416>)

**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 – March 31, 2018):**

- Refine pedestrian, bikeway and transit priority maps
- Perform early hot spot traffic analysis to drive decisions
- Hold online open house for public input
- Hold additional TAC and Sounding Board meetings

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 31158

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Washington County

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

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PERIOD COVERED: **2nd Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$107,499.45

BALANCE: \$601,293.55

NOTE: The above "Expended to Date" reflects:

\$4,548.61	ODOT staff costs reported to date (89.73% Fed + 10.27% Local Match)
\$56,013.93	Consultant invoices paid by ODOT reported to date (89.73% Fed + 10.27% Local Match) according to the Local Government Investment Pool (LGIP) draw notices from ODOT
\$46,936.91	County staff services costs thru 12/31/17 (89.73% Fed + 10.27% Local Match)

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**PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:**

*Consultant started work 4/5/17 (NTP from ODOT).*

*Estimated project work complete (based on original scope):* 90%

**ESTIMATED COMPLETION DATE:**

*Anticipated original work completion date: October 2017*

*Estimated revised completion date:* February, 2018

**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.

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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**Summary Status**

**Milestones/deliverables for this reporting period (October 1, 2017 – December 31, 2107):**

10/23/17 Project monthly status meeting with County and Kittelson & Associates. Focus was on status of Existing Conditions, Opportunities and Constraints (ECOC) Memo content and formatting, pending survey, concept design preparation and development.

October 2017 Consultant work on surveying of project sites and collection of aerial imagery. Consultant survey work extended to mid-December (see below).

October-November 2017 Concept designs development

Late-October 2017 Consultant surveyor (Emerio) encountered David Evans & Associates (DEA) working for TriMet conducting site surveying at project Site #12 Baseline Rd. In an effort to coordinate project work and avoid duplication of survey work, staff ultimately contacted TriMet regarding a rail improvement project they are working on. TriMet concurred with sharing their collected LIDAR survey data with County for this site. Data finally provided from DEA in December 2018. This caused concept design work for the 8<sup>th</sup> crossing site (Site #12) to be delayed to January 2018 time frame.

12/4/17 Project monthly status meeting with County and Kittelson. Focus was on status of ECOC memo, concept designs developed thus far (less Baseline Site #12 with survey data from DEA pending) and status of Site #12 surveying. With receipt of pending final concept designs (including cost estimates), County staff will subsequently review for which site(s) might be advanced to final design and construction with remaining project funds.

12/21/17 Federal Highway Administration (FHWA) issued a memorandum terminating interim approval for use of Rectangular Rapid Flash Beacons (RRFB) impacting the concept design of several project sites.

**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 – March 31, 2018):**

1/19/18 Scheduled project status meeting with County and Kittelson to review status concept design work, implications of the 12/21/17 FHWA memo on project scope and schedule. Status of potential added task work and timing of scope of work completion will be reviewed.

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Portland

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

PERIOD COVERED: **2<sup>nd</sup> Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$ 128,015

BALANCE: \$ 175,117

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE: 30%  
(0 to 100%)

ESTIMATED COMPLETION DATE: November, 2018  
(When all project deliverables are complete and the project is moving to complete final reimbursements)

### **Description**

#### **Program/Project Summary:**

The project involves community engagement and development of a short-term 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 identifies education activities tied directly to the new infrastructure projects to promote their use.

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

### **Summary Status**

#### **Milestones/deliverables for this reporting period (October 1, 2017 – December 31, 2017):**

- Portland State University Masters of Urban and Regional Planning students conducted surveys, research, and documentation related to active transportation in the Southwest district area, designed to support the Southwest In Motion plan. Where appropriate this material will be included or referenced in the planning effort.
- Staff created draft Existing Conditions reports related to community demographics, existing active transportation networks, and a planning and policy background review.
- Staff convened Stakeholder Working Group #2 to review and confirm existing conditions reports with

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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community stakeholders.

- Staff compiled a Geographic Information System database of planned active transportation projects in Southwest. This database supports a draft synthesis of planned projects to use for our project prioritization effort.
- Staff authored draft prioritization criteria for discussion with the SWG and inclusion in public engagement.
- Staff developed an online tool for us in public engagement to share about planned projects, and gather additional information about short term needs.

**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 – March 31, 2018):**

- Staff will hold a 6 week public engagement effort related to project needs. This includes online map-based engagement, in-person focus group events, and outreach to city committees and other groups.
- Staff will summarize the results of the public engagement effort to identify community priorities and assess project needs.
- Based on the results of the public engagement, staff will finalize prioritization criteria, measures and variable used for project prioritization.
- Staff will convene Stakeholder Working Group #3 to review and discuss prioritization criteria, SWG #4 to review and discuss Measures, and SWG #4 to review the outcomes of the public engagement period.
- Staff will finalize draft materials related to Alternative Street Designs under consideration in Southwest Portland for sharing with the SWG and at future public engagement events.

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Clackamas County

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

PERIOD COVERED: **2nd Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$0

BALANCE: \$0

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

0%

ESTIMATED COMPLETION DATE:

2018

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

### **Description**

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

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

### **Summary Status**

#### **Milestones/deliverables for this reporting period (October 1, 2017 – December 31, 2107):**

County received ODOT's Notice to Proceed on the project and is beginning preparations to develop a draft RFQ for A&E Services.

#### **Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 – March 31, 2018):**

- Finalize development of 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.

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 18006

METRO IGA: 30391 (ODOT)

FISCAL YEAR: FY 2017-18

AGENCIES: Portland State University

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

PERIOD COVERED:       **2nd Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE:     \$ 122,515

BALANCE:                \$ 100,375

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

%

ESTIMATED COMPLETION DATE:

2018

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

**Project Contact:**

Name: John MacArthur

Title: Research Associate

Email address: jhmacart@pdx.edu

**Description**

**Program/Project Summary**

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

**Summary Status**

**Milestones/deliverables for this reporting period (October 1, 2017 – December 30, 2107):**

No update

**Planned major accomplishments, milestones or deliverables for the next reporting period  
(January 1, 2018 – March 31, 2018):**

No update



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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Tualatin Hills Parks & Recreation District

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

PERIOD COVERED: **2<sup>nd</sup> Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$6,130

BALANCE: \$885,434

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PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: (0 to 100%)	0%
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ESTIMATED COMPLETION DATE: (When all project deliverables are complete and the project is moving to complete final reimbursements)	2020
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**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 (October 1, 2017 - December 31, 2017):**

The RFP and Sample Contract document have been reviewed by ODO, sent to DOJ in November 2017 is now awaiting attorney comments. ODO anticipates the RFP will be released in early January 2018.

**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018- March 31, 2018):**

The RFP will be released in January 2018 and we will have a consultant on board by March 2018 to begin the planning phase of this project.

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #:19786

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: ODOT

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PROJECT:	I-205 Stafford Rd to OR99E	Federal: \$2,305,500 Local: \$194,500 Total: \$2,500,000
PERIOD COVERED:	<b>2<sup>nd</sup> Quarter:</b> October 1 – December 31, 2017	
EXPENDED TO DATE:	\$2,495,104	
BALANCE:	\$4,896	

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE: 15%  
(0 to 100%)

ESTIMATED COMPLETION DATE: March 31, 2019  
(When all project deliverables are complete and the project is moving to  
complete final reimbursements)

**Description:**

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

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

**Summary Status**

**Milestones/deliverables for this reporting period (October 1, 2017 – December 31, 2017):**

- Completed Proof-of-Concept report and final draft of Cost-to-Complete report
- Produced interchange traffic analysis for Oregon City Level of Service study at OR99E/I-205
- Produced design refinements for reports noted above
- Held an online Open House and met with key stakeholders

**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 – March 31, 2018):**

- Finalize Cost-to-Complete report
- Present Cost-to-Complete report to Oregon Transportation Commission

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QUARTERLYREPORT  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: TBD

METRO IGA: (ODOT)

FISCAL YEAR: FY 2017-18

AGENCIES: City of Tualatin

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PROJECT:	SW Herman Rd: SW 124 <sup>th</sup> Ave – SW Cheyenne Way	Federal: \$625,000
		Local: \$100,000
		Total: \$725,000

PERIOD COVERED: **2<sup>nd</sup> Quarter:** October 1, 2017 – December 31, 2017

EXPENDED TO DATE: \$0

BALANCE: \$0

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

0% (Pre-implementation)

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

December, 2020

**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**

**Milestones/deliverables for this reporting period (October 1, 2017 – December 31, 2017):**

The project funds have not been obligated yet. There are not any current milestones or deliverables to report.

**Planned major accomplishments, milestones or deliverables for the next reporting period (January 1, 2018 – March 31, 2018):**

The project funds will not be available during this time period. Staff will likely start to prepare materials for ODOT to review once funds are available.