

MAKING A
GREAT
PLACE



FY 2017-18 UPWP Quarterly Reporting

3rd Quarter

January 1 - March 31, 2018

March 31, 2018

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$1,044,483

BALANCE: \$19,572

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:

- Participated in ODOT-sponsored MAP-21 Performance Measures Workshop
- Submitted MAP-21 safety measures reporting to ODOT
- Submitted MAP-21 CMAQ measures to ODOT
- Completed draft Regional Transportation Safety Strategy
- Completed draft Regional Freight Strategy
- Completed draft Regional Transit Strategy
- Convened transit and freight technical work group meetings for final review of draft transit and freight strategies
- Presentations to JPACT, MPAC and Metro Council to review draft Regional Transportation Safety Strategy, Regional Freight Strategy and Regional Transit Strategy
- Continued coordination with ODOT on a possible amendment to the Regional Transportation Plan
- Continued coordination 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:

- JPACT, MPAC and Council briefings on public review drafts of RTP and supporting freight, transit and safety strategic plans
- Release public review draft of Regional Transit Strategy for public comment
- Release public review draft of Regional Freight Strategy for public comment
- Release public review draft of Regional Safety Strategy for public comment
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees on public review drafts of modal strategies
- Coordinate with ODOT on a possible amendment to the Regional Transportation Plan
- Complete final 2040 transportation revenue forecast
- Provide ongoing support for local Transportation System Plans

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$451,365

BALANCE: \$321,868

NARRATIVE:

The Regional Transportation Plan (RTP) guides local and regional transportation planning, funding and implementation activities in the Portland metropolitan region for all forms of travel – motor vehicle, transit, biking and walking – and the movement of goods and freight. In addition to meeting federal and state requirements, the plan also addresses a broad range of regional planning objectives, including implementing the 2040 Growth Concept – the region's long-range growth management strategy – to create healthy, equitable communities and a strong economy.

Central to the RTP is an overall emphasis on outcomes, system completeness, and measurable performance targets to track progress toward the plan's goals. The plan seeks to create an integrated regional transportation system that is safe, healthy, accessible, reliable, equitable, affordable and efficient for all users and supports how and where the region and communities have planned to grow. The plan identifies current and future regional transportation needs, near- and long-term investment priorities and actions to address those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments a reality.

The RTP is maintained and updated regularly to ensure continued compliance with State and Federal requirements and to address growth and changes in land use, demographic, financial, travel, technology and economic trends. Updates to the RTP are governed by a number of federal requirements that must be met in order for the plan to be approved by the U.S. Department of Transportation and for the region to remain eligible to receive federal transportation dollars. Updates to the RTP are governed by a number of state requirements that must be met in order for the plan to be approved by the Land Conservation and Development Commission. The RTP is a Regional Transportation System Plan (TSP) under state law. TSPs for cities and counties located within an MPO area must be consistent with both the statewide Transportation Planning Rule and the RTP. Regional functional plans direct local government implementation of the RTP.

Major accomplishments and milestones for this reporting period:

- Maintained web pages at www.oregonmetro.gov/rtp to provide information on engagement opportunities and RTP technical work groups and meeting dates, location, and related materials for each work group.
- 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 draft RTP Investment Strategy analysis findings in a discussion guide for policymakers.
- Completed assessment of the pilot project evaluation with recommendation to defer use of project-level evaluation to future planning efforts (post-RTP update). Documentation of the pilot project evaluation and recommendations for future efforts will be included in the 2018 RTP Technical Appendix.
- Convened more than 20 community leaders focused on social equity, environmental justice, labor fairness and community engagement to discuss RTP system analysis, investment priorities and key messages to convey to regional decision-makers.
- Convened more than 100 city, county, and regional policymakers and business and community leaders from across the greater Portland area at the fourth, and final, Regional Leadership Forum. Leaders discussed priorities to address in the next 10 years and beyond and recommendations for aligning near-term investments with priorities for equity, safety, congestion and climate change as draft project lists are refined by jurisdictions.
- Prepared summaries of January 19 community leaders forum and March 2 Regional Leadership Forum to inform updates to draft project lists.
- Updated financially constrained forecast to reflect new HB 2017 revenues and updates to federal and state revenue forecast.
- Requested jurisdictions to update draft RTP project lists to address recommendations from Regional Leadership Forum #4.
- Completed an initial review of RTP policy framework and proposed refinements to goals, objectives and policies to more fully address safety, equity, climate change and other issues of concern identified through the process, including congestion, maintenance, emerging technologies and funding.
- Prepared discussion drafts of the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, and 2018 Regional Safety Strategy for discussion by Metro Council and regional technical and policy advisory committees.

Major accomplishments and milestones for the next reporting period:

- Agendas, memos and meeting materials to support transit work group discussions, updates to regional technical and policy advisory committees.
- Prepared discussion draft of the 2018 Emerging Technologies Strategy for discussion by Metro Council and regional technical and policy advisory committees.
- Round 2 system performance and transportation equity analysis and preliminary reporting.
- Draft performance targets to meet regional policy goals and federal and state requirements.
- Presentations to regional technical and policy advisory committees 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.
- Public review drafts of the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, and 2018 Regional Safety Strategy and 2018 Regional Transportation Plan.
- Initiate 45-day public comment period. The comment period will include a public hearing and consultation with tribes and federal and state agencies.

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

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:

- Shared draft new policies to be included in RTP with TPAC and MTAC
- Developed a DRAFT of the Regional Transit Strategy for partner review
- Conducted Enhanced Transit Concept (ETC) Table setting workshop and jurisdictional workshops
- Conducted 14 ETC workshops with partners around the region
- Issued an RFP through TriMet for consultant support on the ETC pilot program

Major accomplishments and milestones for the next reporting period:

- Revise Draft Regional Transit Strategy based on partner review

- Update transit performance measures based on RTP project refinement phase
- Issue a Draft Regional Transit Strategy for public review and comment
- Issue a Request for Interest for the ETC pilot program
- Identify ETC projects for project development

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$689,313

BALANCE: \$338,119

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:

- Drafted an agreed upon IGA between Metro and TriMet to fund exchange dollars for purposes of delivering five regional flexible fund projects
- Developed an agreed upon work program and approach for the local project agreements for the five projects undergoing fund exchange
- Submitted 13 formal MTIP amendments for approval, 10 administrative Modifications, and one large slip administrative modification bundle consisting of 33 project phase slips.

- Reviewed, determined and agreed with ODOT that Emergency Relief new projects do not require MTIP programming. Effective as of March 2018, the new policy that Emergency Relief projects do not require MTIP programming was implemented for the MPO region.
- Continued working with the other MPO TMAs, smaller MPOs, and ODOT to reach consensus to pursue a new MTIP database platform
- Resolved and re-programmed with ODOT transit project unobligated carry-over issues with FTA for both SMART and TriMet. Complete necessary project amendments to ensure FTA funds were not lost for both agencies.
- Completed an evaluation of ODOT's use of the Project Change Report (PCR) and Change Management Request (CMR) as the basis to justify an MTIP amendment requests. Determined that the existing PCR format is adequate if actually followed and completed by the lead agency. However required details justifying the need for the amendment are still weak. Unfortunately, the variable need for the CMR with ODOT projects continues to degrade the ability to send the required justification and support documents for MTIP amendments. As a result, Metro will develop separate amendment submission forms and support material requirements which will be posted on the Metro web page.

Major accomplishments and milestones for the next reporting period:

- Execute IGA between Metro and TriMet to fund exchange dollars for purposes of delivering five regional flexible fund projects.
- Begin IGA negotiation process with local jurisdictions participating in the regional flexible fund – fund exchange; execute local project agreements.
- Develop a MTIP 2021-2024 revenue forecast as a template to use as part of the next STIP development cycle, and provide the foundation to establish fiscal constraint methodologies for the next 2021-2024 MTIP.
- Provide the 2021-2024 MTIP financial forecast presentation to TPAC and JPACT
- Annual transit capital improvement program and budget process presentation
- Coordinate a detailed presentation by EcoInteractive to ODOT and the MPOs on the benefits of a statewide MTIP new database. Develop required contracting, coordination, and implementation steps with the MTIP Database User Group identifying requirements as a framework to follow to pursue the statewide MTIP database platform.
- Complete a required end of federal fiscal year 2018 phase slip amendment 5 to 2019.
- Determine with a high confidence estimate the final end-of-year federal obligation projections for Metro funded projects and reasons for project delays to help implement to project monitoring process within Metro.
- Develop the new MTIP amendment submission forms and required support documentation to plug the problems the PCR and CMR are failing to resolve as part of an improved MTIP.
- Initiate development of the Metro Project Monitoring System for Metro federally funded projects as a prelude to Obligation targets for Metro to begin using in FFY 2019.

Amendment Activity

The following FFY18-21 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period January 1, 2018 through March 31, 2018:

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1400	21244	FY 2017 Bus and Rail Preventive Maintenance (5307)	71039	Administrative		TriMet	Ken Lobeck	Adding to the FY 2018 MTIP in FY 2018 under a new Key 21244 the un-obligated carry-over from Key 19333
1401	19340	FY17 Bus & Rail Preventive Maint (Cancelled) see Key 21245	70742	Administrative		TriMet	Ken Lobeck	CANCEL PROJECT in 2018 MTIP: The project was initially carried over and slipped from FY 2017 to FY 2018 completely unobligated (November 2017 Admin Mod bundle AB18-06-NOV). This was incorrect.
1402	21245	FY17 Bus and Rail Preventive Maintenance	71040	Administrative		TriMet	Ken Lobeck	Adding to the FY 2018 MTIP in FY 2018 under a new Key 21245 the un-obligated carry-over from Key 19340 CANCEL PROJECT: Fund unobligated project was incorrectly carried over into the 2018 MTIP via Admin Modification AB1-06-NOV. Subsequent reviews reflect partial obligation occurred which is being address in 2015 MTIP correction version. The unobligated carry-over will be shown in the 2018 MTIP in Key 21241
1403	21241	Bus Purchase (5339 Funds)	70733	Administrative		TriMet	Ken Lobeck	Adding to the FY 2018 MTIP in FY 2018 under a new Key 21241 the un-obligated carry-over from Key 19330
1404	21241	Bus Purchase (5339 Funds)	70733	Administrative		TriMet	Ken Lobeck	Adding to the FY 2018 MTIP in FY 2018 under a new Key 21248 the un-obligated carry-over from Key 19329.
1405	21248	Bus Purchase (5339 Funds)	70732	Administrative		TriMet	Ken Lobeck	Adding to the FY 2018 MTIP in FY 2018 under a new Key 21246 the un-obligatedcarry-over from Key 19346
1406	21246	2017 TriMet Enhance Mobility Program	70748	Administrative		TriMet	Ken Lobeck	Adding to the FY 2018 MTIP in FY 2018 under a new Key 21249 the un-obligated carry-over from Key 19332
1407	21249	FY16 Bus & Rail Preventive Maintenance (5307)	70735	Administrative		TriMet	Ken Lobeck	Adding to the FY 2018 MTIP in FY 2018 under a new Key 21250 the un-obligated carry-over from Key 19339
1408	21250	FY16 Bus & Rail Preventive Maintenance	70741	Administrative		TriMet	Ken Lobeck	Adding a new ER project to the 2018 MTIP and STIP
1409	21257	South End Road at MP 3.8	71041	Administrative		Clackamas County	Ken Lobeck	Slip construction phase from 2018 to 2019 due to delay to complete ROW phase in time to obligate construction phase before the end of FFY 2018
1410	17270	40 Mile Loop: Blue Lake Park - Sundial Rd	70007	Administrative		Port of Portland	Ken Lobeck	Modifying short and detailed descriptions with construction phase slip to 2019
1411	20702	OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)	71016	Administrative		ODOT	ODOT	Slipping Construction phase funding from 2018 to 2019
1412	21019	Region 1 Bridge Screening Project	71023	Administrative		ODOT	ODOT	Shifting a total of \$56k from construction phase to the ROW phase to address required easements. No change in total project cost.
1413	19749	Beef Bend Culvert Replacement	70848	Administrative		Washington County	ODOT	Transferring \$800k from ROW phase and \$4.2 million from awarded Construction phase in 2022 to Key 19690. Total transfer is \$5 million to Key 19690
1414	21178	US26 (Powell Blvd): SE 99th - East City Limits	71033	Administrative		ODOT	ODOT	Transferring \$800k from ROW phase and \$4.2 million from awarded Construction phase in 2022 in Key 21178 to Key 19690. Total transfer is \$5 million
1415	19690	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	70847	Administrative		ODOT	ODOT	

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1416	18757	OR213 Operational Improvements	70756	Administrative		ODOT	ODOT	Slip Construction phase to 2019 complete minor decrease to ROW and increase UR and Construction phases
1417	19265	I-205 Shared Use Path at Maywood Park	70804	Administrative		ODOT	ODOT	Changing project name to reflect closer to updated project scope
1418	21193	I-205 I-84 - Holgate Blvd	71032	Administrative		ODOT	ODOT	Changing project name to reflect closer to updated project scope
1419	19786	I-205: Stafford Rd - OR99E	70859	Administrative		ODOT	ODOT	Shifting PE funding back to Planning phase
1420	19318	5339 FY15 - Bus and Bus Facilities (Capital)	70728	Administrative		SMART	SMART	Correct Current STIP Amount to reflect actual FTA awards per 3/31/15 and 9/18/15 award letters
1421	19319	5339 FY16 - Bus and Bus Facilities (Capital)	70729	Administrative		SMART	SMART	Corrects current STIP amount to reflect actual FTA award per 1/27/2017 award letter
1422	21247	OR8: SE Minter Bridge Rd - SE 73rd Ave	71042	Formal	17-4853	ODOT	ODOT	Adding a new HB2017 awarded project PE phase only to the 2018 MTIP
1423	20471	OR99W: Tualatin River Northbound Bridge	70999	Formal	17-4853	ODOT	ODOT	Adding the construction phase (HB2017 awarded funds) to the project and to the 2018 MTIP
1424	21219	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	71043	Formal	17-4853	ODOT	ODOT	Adding a new HB2017 awarded project to the 2018 MTIP
1425	20410	I-84: I-205 - NE 181st Avenue	70967	Formal	17-4853	ODOT	ODOT	Adjusting the project name and description for clarification. Adding the construction phase of awarded HB2017 funding for full programming
1426	20298	I-84: FAIRVIEW - MARINE DRIVE AND TOOTH ROCK TUNNEL	70939	Formal	17-4853	ODOT	ODOT	Adding HB2017 awarded funds to project to address PE and Construction phase funding shortfalls
1427	19286	Transit Oriented Development Program (2018)	70670	Formal	17-4853	Metro	Ken Lobeck	Metro-TriMet annual fund swap of STP for local funds in support of the TOD program. The fund swap enables greater flexibility in the their use for TOD activities
1428	21262	TriMet Preventive Maintenance (TOD) 2018	71044	Formal	17-4853	TriMet	Metro	Metro-TriMet annual fund swap of STP for local funds in support of the TOD program. The STP being programmed to this project reflects the fund swap of STP from Key 19286 to this project and local TriMet funds to Key 19286.
1429	20881	Transit Oriented Development Program (2019)	70874	Formal	17-4853	Metro	Metro	Fund Swap: Metro-TriMet annual fund swap of STP for local funds in support of the TOD program. The fund swap enables greater flexibility in the their use for TOD activities
1430	21263	TriMet Preventive Maintenance (TOD) 2019	71045	Formal	17-4853	TriMet	Metro	Metro-TriMet annual fund swap of STP for local funds in support of the TOD program. he STP being programmed to this project reflects the fund swap of STP from project 20881
1431	20882	Transit Oriented Development Program (2020)	70874	Formal	17-4853	Metro	Metro	Fund swap: Metro-TriMet annual fund swap of STP for local funds in support of the TOD program for 2020. The fund swap enables greater flexibility in the their use for TOD activities
1432	21266	TriMet Preventive Maintenance (TOD) 2020	71046	Formal	17-4853	TriMet	Metro	Metro-TriMet annual fund swap of STP for local funds in support of the TOD program. The STP being programmed to this project supporting TriMet's Preventive Maintenance needs in 2020.
1433	20883	Transit Oriented Development Program (2021)	70874	Formal	17-4853	Metro	Metro	Metro-TriMet annual fund swap of STP for local funds in support of the TOD program for 2021. The fund swap enables greater flexibility in the their use for TOD activities

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1434	21267	TriMet Preventive Maintenance (TOD) 2021	71047	Formal	17-4853	TriMet	Metro	Metro-TriMet annual fund swap of STP for local funds in support of the TOD program. The STP being programmed to this project reflects the fund swap of STP from project key 20883
1435	20483	I-205: DIVISION ST - KILLINGSWORTH ST	70975	Formal	17-4853	ODOT	ODOT	Project was previously combined into project Key 18804 towards the end of the life of the 2015 MTIP. Project was already carried over and locked down into the draft 2018 MTIP and STIPs. The project is now being canceled from the 2018 MTIP and 2018 STIP as it already has been combined into Key 18804 which completed its required slip into the 2018 MTIP and STIP
1436	20498	I-5: TIGARD INTERCHANGE - I-205 INTERCHANGE	70980	Formal	17-4853	ODOT	ODOT	Project was previously combined into project Key 18836 towards the end of the life of the 2015 MTIP. Project was already carried over and locked down into the draft 2018 MTIP and STIPs. The project is now being canceled from the 2018 MTIP and 2018 STIP as it already has been combined into Key 18836 which completed its required slip into the 2018 MTIP and STIP
1437	20830	2019 Regional High Capacity Transit Bond Payment	70917	Formal	17-4853	TriMet	Ken Lobeck	Cost increase by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2019 federal annual payment of \$20,380,000. Keys 20890 and 20831 are combined into Key 20830. Keys 20890 and 20831 are then deleted as a result.
1438	20890	High-Capacity Transit Bond Commitment (New) 2019	70890	Formal	17-4853	Metro	Ken Lobeck	Canceled project as a result by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2019 federal annual payment of \$20,380,000 in Key 20830. Key 20890 is combined into 20830.
1439	20893	Project Development Bond Commitment (2019)	70891	Formal	17-4853	Metro	Ken Lobeck	Canceled project as a result by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2019 federal annual payment of \$20,380,000 in Key 20830. Key 20893 is combined into 20830.
1440	20832	2020 Regional High Capacity Transit Bond Payment	70919	Formal	17-4853	TriMet	Metro	Cost increase by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2020 federal annual payment of \$20,380,000. Keys 20833 20891 and 20894 are combined into Key 20832. Keys 20833 20891 and 20894 are then canceled from the MTIP.
1441	20891	High-Capacity Transit Bond Commitment (New) 2020	70890	Formal	17-4853	Metro	Ken Lobeck	Canceled project as a result by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2019 federal annual payment of \$20,380,000 in Key 20830. Key 20891 is combined into 20832
1442	20894	Project Development Bond Commitment (2020)	70891	Formal	17-4853	Metro	Ken Lobeck	Canceled project as a result by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2019 federal annual payment of \$20,380,000 in Key 20830. Key 20894 is combined into 20832
1443	20834	2021 Regional High Capacity Transit Bond Payment	70921	Formal	17-4853	TriMet	Ken Lobeck	Cost increase by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2021 federal annual payment of \$21,390,000. Keys 20835 20892 and 20895 are combined into Key 20834

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1444	20892	High-Capacity Transit Bond Commitment (New) 2021	70890	Formal	17-4853	Metro	Ken Lobeck	Canceled project as a result by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2019 federal annual payment of \$20,380,000 in Key 20830. Key 20892 is combined into 20834
1445	20895	Project Development Bond Commitment (2021)	70891	Formal	17-4853	Metro	Ken Lobeck	Canceled project as a result by combining three bond payments identified under Resolutions 08-3942, 10-4185, 17-4800 and 17-4848 for a total 2021 federal annual payment of \$20,380,000 in Key 20834. Key 20895 is combined into 20834.
1446	21260	Low or No-Emission (Low-No) Bus Program - FY17	71048	Formal	17-4853	SMART	Ken Lobeck	Adding a new FTA discretionary grant award for SMART to the 2018 MTIP
1447	19276	Jennings Ave: OR 99E to Oatfield Rd	70674	Administrative		Clackamas County	Ken Lobeck	SLIP TO 2019 Certification Program required County to re-do pilot project for procurement of A&E Consultant services. Procurement for A&E consultant svcs delayed until Certification program interview and update Certification information
1448	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	70683	Administrative		Happy Valley	Ken Lobeck	Delayed due to Full RFP Procurement of A&E Services process. Slip Construction to 2020 and RW to 2019
1449	18832	Willamette Greenway Trail: Columbia Blvd Bridge	70774	Administrative		Metro	Ken Lobeck	Delay in obtaining IGA consultant procurement and complicated ROW w/ design concerns have delayed project milestones . Slip Construction phase to 2020
1450	18833	NE 238th Dr: NE Halsey St - NE Glisan St	70775	Administrative		Multnomah County	Ken Lobeck	This project was a pilot for ODOT Certification Program's new Formal Consultant Selection process; this subjected the project to ODOT timelines for hiring a consultant which delayed ROW and CN milestone dates. Slip Construction phase to 2019
1451	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	70778	Administrative		Port of Portland	Ken Lobeck	RW and PE will not be completed in time to obligate the construction phase by the end of 2018. Slip construction phase to 2019
1452	19299	Portland Central City Safety Project - Phase 2	70677	Administrative		Portland	Ken Lobeck	Planning phase continues longer than initially expected. PE will not start until FFY 2019
1453	18814	Connected Cully	70771	Administrative		Portland	Ken Lobeck	Final plans est. completion 8/2018. Not enough time for iterative review of final plans ODOT approval and CN obligation before end of FY. Slip Construction phase to 2019
1454	18818	Downtown I-405 Ped Safety & Operational Improvmnts	70772	Administrative		Portland	Ken Lobeck	The ROW phase was unanticipated but necessitated by ADA so adding it mid-design is pushing out the construction phase. Slip Construction phase to 2019
1455	19303	N. Going to the Island Freight Project	70694	Administrative		Portland	Ken Lobeck	Slip construction phase to 2019. Procurement taking longer than expected
1456	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	70646	Administrative		Portland	Ken Lobeck	Procurement taking longer than expected. Slip to 2020 CN and 2019 PE.
1457	20384	NW THURMAN ST OVER MACLEAY PARK	70960	Administrative		Portland	Ken Lobeck	Project not yet fully funded awaiting additional funding. Slip PE to 2019
1458	20476	CLACKAMAS AND PORTLAND TRAFFIC SEPARATORS	71004	Administrative		Portland	Ken Lobeck	PE and RW were programmed in the same year. PE will not be completed in time to obligate RW phase before the end of FFY 2018. Slip RW to 2019

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1459	18758	OR8: SW Hocken Ave - SW Short St	70757	Administrative		ODOT	ODOT	Slip construction to 2019. PE and Construction phases short a total of \$5 million. Key 21178 providing funding shortfall.
1460	20208	US30: KITTRIDGE - ST JOHNS	70938	Administrative		ODOT	ODOT	PE phase will not be completed in time to allow the RW and UR phases to obligate before the end of FY2018. Slip RW and UR to 2019
1461	18794	OR8: SW 10TH - SW 110TH	70766	Administrative		ODOT	ODOT	PE will not be completed in time to obligate the construction phase by the end of 2018. Slip to 2019
1462	19812	2016 Region 1 Curve Warning Signs	70863	Administrative		ODOT	ODOT	PE will not be completed in time for the construction phase to obligate by the end of FY2018. Slip construction to 2019
1463	20474	REGIONWIDE ITS IMPROVEMENTS AND UPGRADES	71002	Administrative		ODOT	ODOT	PE phase will not be initiated and obligated until 2019. Slip PE to 2019
1464	20479	REGION 1 BIKE PED CROSSINGS	71005	Administrative		ODOT	ODOT	PE phase will not be completed in time before the end of FY 2019 to obligate the RW phase. Slip the RW to 2019
1465	20508	I-205: ABERNETHY BRIDGE - SE 82ND DR	70982	Administrative		ODOT	ODOT	RW phase will not obligate and be implemented by the end of 2018. Slip RW to 2019
1466	20719	OR219 at Laurel Midway and I-84 at Fairview Ramp	71025	Administrative		ODOT	ODOT	PE phase will not be completed in time to allow the construction phase to obligate before the end of FY2018/ Slip construction phase to 2019
1467	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Administrative		Tigard	Ken Lobeck	The process to complete the fund swap to defederalize Tigard's Main Street project and shift federal funding to Fanno Creek among Metro Tigard and TriMet took an extended period of time to complete. The result required a complete revision to the Fanno Creek project schedule delaying the start of PE and impacting RW and construction phases
1468	18839	OR8: SW 115th Ave (Beaverton) - SW 192nd Ave	70780	Administrative		TriMet	Ken Lobeck	PE and RW phases will not be completed for Construction to obligate by 2018
1469	21218	I-5: Boone (Willamette River) Bridge	71049	Formal	17-4856	ODOT	ODOT	Adding a new project (PE phase only) to the 2018 MTIP
1470	20413	US30BY (LOMBARD) SAFETY EXTENSION	70969	Formal	17-4856	ODOT	ODOT	PE and RW phases are being increased to address funding shortfalls. Funding from Key 20415 is combined into this project (Key 20413) to support the fund increase to PE and RW.
1471	20415	US30BY (LOMBARD) AT FENWICK	70971	Formal	17-4856	ODOT	ODOT	Combining project funding and scope into Key 20413 above. Project is combined, zero out, and then canceled from the 2018 MTIP as result.
1472	18306	East Metro Connections ITS	70609	Formal	17-4858	Gresham	Ken Lobeck	Cost increase: Adding funding to construction and Other phases to address construction increase from higher final cost bids not originally anticipated plus higher SCATS ITS system expansion implementation costs for the Other phase
1473	18807	OR99W: SW Royalty Parkway - SW Durham Rd (King City)	70769	Formal	17-4858	King City	Ken Lebeck	Limits and scope adjustment resulting in name and description modification. Project budget remains unchanged. Adjustments required to keep project within budget

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1474	18769	OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park	70801	Formal	17-4858	ODOT	ODOT	Project name and description changed to reflect updated scope and new limits. PE phase reduces use of Advance Construction and inserts State STP in its place to address funding shortfall in PE. Construction phase decreased as a result of the smaller project Limits. Overall the total project cost remains unchanged.
1475	19749	Beef Bend Culvert Replacement	70848	Administrative		ODOT	Gabriela Garcia	Increasing ROW phase to address needed extra easements for the phase.
1476	17270	40 Mile Loop: Blue Lake Park - Sundial Rd	70007	Administrative		Port of Portland	Ken Lobeck	Adding \$15,462 to PE phase as the ODOT contract specialist identified that the hourly rate that the sub-consultant are using did not match the BOC. The current PCR reflected what was needed from the local to cover the shortage in the PE. Additional funding in the amount of \$15,462 is needed to cover the shortfall
1477	18795	US26 (Powell Blvd) SE 20th - SE 34th	70713	Administrative		ODOT	ODOT	Adjusting PE UR and Construction phases based on final obligation amounts for the project for audit trail accountability. Cost increase of a total of \$400,400 = 9.5% minor cost increase to the project
1478	18791	OR8 at OR219 and SE 44TH Ave (Hillsboro)	70764	Administrative		ODOT	ODOT	Minor cost increase. Back filling PE and ROW phases due to funding shortfalls and a small decrease to the construction phase with non-programmed regional HSIP capacity.
1479	20481	I-405: FREMONT (Willamette River) BRIDGE	70973	Administrative		ODOT	ODOT	Admin mod pulls \$3,060,275 from the construction phase and commits it to Key 19075 US97: Spanish Hollow & Trout Creek Bridges project outside of MPO boundary
1480	18839	OR8: SW 115th Ave (Beaverton) - SW 192nd Ave	70780	Administrative		TriMet	TriMet	Updating project name and description for improved clarity plus slipping construction phase to 2019. Fund type corrections also made as STIP and MTIP do not match.
1481	21209	Linda's Line at Gateway Green	71050	Formal	18-4870	Other	ODOT	New Project: Add new project to the MTIP to enable the federal trails funds to be obligated and allowing the project to be implemented,(Oregon Park and Rec Department)
1482	21255	US26/OR213/OR8	71051	Formal	18-4870	ODOT	ODOT	Adding a new project to the 2018 MTIP. Project is a result of the ADA law suit and provided required ADA corrective actions
1483	19531	I-84/I-5: BANFIELD INTERCHANGE DECK OVERLAY & BRIDGE RAIL RETROFIT	70835	Formal	18-4870	ODOT	ODOT	Cost increase: Increasing construction phase as two additional bridges are being added to the project
1484	19267	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	70806	Formal	18-4870	ODOT	ODOT	Scope Change: Canceling ROW and Construction phases and moving the funding back to PE. Project is back to revised project development stage shelf project.
1485	19315	5310 FY17 - Senior & Disabled	70725	Formal	18-4870	SMART	SMART	Adding previous year unobligated 5310 funds FTA has authorized for SMART to support senior and elderly disabled transit needs
1486	19314	5310 FY16 - Senior & Disabled	70724	Formal	18-4870	SMART	SMART	New Project: Adding previous year unobligated 5310 funds FTA has authorized for SMART to support senior and elderly disabled transit needs

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1487	18838	OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)	70779	Formal	18-4870	TriMet	TriMet	Limits Change: The change in MP limits impacts the project name and description. Construction funds also are shifted backwards to cover a PE phase funding shortfall. However updated cost estimates indicate a lower construction phase estimate. There is no change to the overall project cost as a result of the amendment

Notes:

- Requested Actions phase abbreviations:
 - 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).
 - CN =Construction phase. Example: *"Add CN to Key 19149 & increase ..."* means adding the Construction phase to project through the amendment.
 - 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).
 - ROW or R/W = Right-of-Way phase.
 - 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).
 - CN =Construction phase. Example: *"Add CN to Key 19149 & increase ..."* means adding the Construction phase to project through the amendment.
 - 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).
 - ROW or R/W = Right-of-Way phase.
 - A&E = Architecture & Engineering. refers to professional services required to be performed by an architect, engineer, photogrammetrist, transportation planner or land surveyor
 - ER = Emergency Relief funding.
 - BOC = Breakdown of Costs.
 - PCR = Project Change Request.
 - 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.
 - 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.
- Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.
 - Administrative changes are minor and have no impact to conformity or financial constraint.
 - Formal amendments do not impact conformity, but may have significant policy impacts and require formal approval by Metro's JPACT and Council. Demonstration that no impact to financial constraint is also required. USDOT provides final approval of Formal amendments.

QUARTERLY REPORT

GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$7,640

BALANCE: \$36,262

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)
- Federal Approval for 2018-2021 MTIP Air Quality Conformity Determination (January 2018)
- Executed Metro Planning Department and DEQ Air Quality Division MOU agreement (March 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)

QUARTERLY REPORT

GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$112,017

BALANCE: \$34,386

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 FY18-19 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 Regional Transportation Plan, convened 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.
- For the Southwest Corridor Plan, continued implementation of engagement plan – including focus on engaging communities of color, people with low income and people with limited English proficiency – through the light rail DEIS process to build awareness of the project and understand and report potential effects on communities.
- 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.

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$3,549

BALANCE: \$455,990

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:

- Set schedule of workgroup meetings for 2018
- Finalize Phase 2 scope of work with ODOT
- Continue research on design classifications for policy map update

Major accomplishments and milestones for the next reporting period:

- Finalize Consultant contract for Phase 2 with ODOT
- Begin update of Design Classifications policy map
- Begin design policy update for 2018 RTP
- Begin work on content for guide, including workshops with Consultant

QUARTERLY REPORT

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: January 1 – March 31, 2018

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.
- For the Regional Transportation Plan, conducted a comment period focused 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, develop engagement strategy for a formal 45-day comment period on the draft 2018 Regional Transportation Plan, scheduled for June 29-Aug. 13, 2018.

QUARTERLY REPORT

GRANT: FY 2018 TSMO STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$64,802

BALANCE: \$8,144

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 February 14 and March 22 at ODOT Region 1
- In February, TransPort opened the Chair role for nominations as well as a new role, Vice-Chair.
- March 22, TransPort elected Kate Freitag (ODOT Traffic Engineer) as Chair and A.J. O'Connor (TriMet ITS Manager) as Vice Chair. Kevin Martin and Anne Hill from City of Portland presented smart city topics including CityIQ and Portland Urban Data Lake (PUDL). Metro staff asked TransPort attendees to complete an exercise to help determine priority and availability to inform an upcoming TransPort work plan.

Major accomplishments and milestones for the next reporting period:

- TransPort work plan will set timeline for TSMO Strategy Update, TransPort bylaws update, project work and more. Kate and A.J. will present the work plan to TPAC.

QUARTERLY REPORT

GRANT: TSMO Strategic Plan STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

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:

Progress this quarter relates to the TSMO program quarterly report which included the election of a Chair and Vice-Chair to provide leadership and vision for the TSMO Strategy update. The TSMO Strategy update was also identified as a high priority with good availability among TransPort attendees to contribute and provide input on the scope as part of their work plan.

Major accomplishments and milestones for the next reporting period:

Build timeline and advance IGA and procurement work with ODOT to bring consulting services on board.

QUARTERLY REPORT

GRANT: STP RTO
STP ODOT

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$1,367,349

BALANCE: \$931,338

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 finished the first phase of a project to discover how best to communicate to communities of color about travel options. A month-long panel survey was initiated in Q1, and the Final report presented to partners in January 2018.
- Distributed walking and biking safety lights to partners.
- Continued to update regional transportation photography asset library.
- Issued 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.
- Approve proposal to fund and project lead a Stages of Change messaging study with City of Portland

Manage the Regional Travel Options sponsorship program, which supports community and regional travel options partners through events and limited duration community outreach initiatives that promote and educate the public about travel options. (ONGOING)

- Three sponsorships were awarded in Q3, including;
 - 2018 Oregon Active Transportation Summit, \$2,500
 - City of Portland BOT Bike To Books program, \$3,810

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

- Continued work with vendors and hosting online resources:

<http://www.oregonmetro.gov/tools-living/getting-around/bike-there>

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

- The Metro Regional Network of Drive Less Connect www.DriveLessConnect.com added 389 new users between January 1 and March 31, 2018. The Regional Network totals 20,101 registrants, with 2,319 active. Total savings this quarter were \$72,669; 10,910 gallons of gas; and, 197,324 pounds of CO2.
- Discussion continues 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 3rd quarter, Drive Less Connect staff responded to 15 support calls and emails. Calls were for administrator support. Support time has been dedicated to network administration, training, and user and network corrections. There was one new network and one new administrators added to Drive Less Connect this quarter.
- RTO staff will continue to attend Oregon and Washington Drive Less Connect monthly and quarterly meetings.
- Metro attended ODOT's January focus groups to begin considerations for an update of the DLC platform.
- Metro attended an online demonstration provided by ODOT for a new DLC platform. Demonstrations were from NuRide, Ride Amigos, RideShark, and TripSpark. ODOT will put forth an Request for Proposal (RFP) and hopes to make a decision by 2019.

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

- Metro staff is wrapping up data analysis and written reports from the telephone survey. Initial results were presented to the TPAC/MTAC workshop and in a webinar, both assisted by DHM Research.
- TriMet continues to provide employer outreach. TriMet is reassessing their quarterly progress report process.

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. *Attended Open Trip Planner Shared Use Mobility meeting March 1 to discuss optimizing transit travel using TNCs.*

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.

- City of Tigard, Safe Routes to School Coordinator – Awaiting final report from new coordinator.

- Explore Washington Park (formerly Washington Park TMA) – Grant amended to December 2018 and will include real-time bus stop signage with wayfinding.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Awaiting final report after grant completed in 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 – Awaiting final report after final drawdown of 15-17 grant in Q3.
- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach – Q2 report submitted in Q3.
- Westside Transportation Alliance TMA – Q10 invoice submitted, grant amended to April 2018.

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

- Beaverton School District - Safe Routes to School Program –First progress report for Q2 submitted in Q3. Total of 69 Walk + Bike to School events recorded at 30 schools.
- The Street Trust (formerly BTA) - Access to Bicycling – Preparations for the May 2018 Challenge are underway.
- City of Milwaukie - Downtown Milwaukie Wayfinding - Final City approval has been delayed pending confirmation of final branding color palette.
- City of Portland - Smart Trips. Smart City - Developed segmenting questions to determine how the participant viewed each mode and how ready to change or continue utilizing active transportation modes. Alta Planning + Design provided support.
- City of Tigard - Safe Routes to School Program – National Walk and Bike to School Day event in Q2, Approximately 1,200 students in Tigard participated.
- Clackamas Community College - Expanding Access to Education – Continued CCC promotion of the discounted pass program, carpool incentive, CCC Xpress shuttle and bike pilot promotion. No work completed on wayfinding system.
- Clackamas County - Clackamas County Active Transportation Counting – Counters purchased in Q2. Upon delivery in Q3, planning locations and installation occur.
- Community Cycling Center - Community Safe Routes to School – Work in Q2 continued to outline the barriers and pull information from community members, school staff, and seasoned CCC staff who have delivered services in New Columbia previously. Two PT coordinators will be hired to assist with outreach.
- Explore Washington Park - Washington Park Travel Options Incentive – Brink Communications selected as a consultant to conduct market research on travel behavior to Washington Park venues.
- Hillsboro Parks and Recreation - Rock Creek Trail Counters – Counters were installed in Q3, and sharing of data with PSU Bike/Ped portal to be completed in Q4.
- Hillsboro Parks and Recreation - Rock Creek Trail Access Video – Video complete. Final report submitted.
- Multnomah County - Safe Routes to School Program - Hiring and on boarding of SRTS Coordinator completed in Q3.
- Oregon Walks - Oregon Walkways - Planning for Rosewood Walkways in collaboration with The Rosewood Initiative.
- Portland Community College - Expanding Commuting Options - Transportation Ambassadors held 12 events split evenly across the four campuses.

- Ride Connection – RideWise – RideWise program supported 8 classroom trainings with 88 students in Q2. An additional 220 individuals received 1:1 travel planning assistance.
- South Waterfront Community Relations - South Waterfront Wayfinding – Grant agreement not set up yet while we assess the best method of installing signs which will involve PBOT.
- Westside Transportation Alliance - Increasing Transportation Options in Washington – On behalf of Portland Community College WTA conducted a commute survey of students from four PCC campuses. Nearly 2,000 students participated in the surveys. Three new member organizations joined WTA in Q2.

Complete 2018 Regional Travel Options strategic plan update

- The Strategy draft was presented to TPAC and JPACT in January 2018. Regional advisory committee discussions and public comment period on the draft Strategy document were completed in February. Nine comments were received in the public comment period.

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.
- Award 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.
- Working off the approved Strategy Update, develop two-year marketing plan for Collaborative Marketing Group, including campaign plan for 2018-2019.
- Work with City of Portland to implement Stages of Change messaging study.
- Create online application for partner collaboration proposals.
- Coordinate summer and fall Collaborative Marketing Group presentations and workshops.

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)

- Finalize two topic area reports on the survey results, print and distribute to partners.
- 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.

- *Metro will participate in TriMet's April MOD Sandbox two-day workshop.*

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)

- Progress updates from all RTO grantees.

2019 Regional Travel Options strategic plan update

- 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.

QUARTERLY REPORT

GRANT: FY 2018 STPBG

FISCAL YEAR: FY 2018 AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$97,198

BALANCE: \$0

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:

- Developed agenda items and materials on the Regional Freight Strategy, and facilitated the final meeting of the Regional Freight Work Group on February 22, 2018.
- Updated the table of contents for the Regional Freight Strategy including reordering chapters and sections.
- Completed final draft of Chapters 7 thru 10 of the Regional Freight Strategy.
- Completed a discussion draft of the Regional Freight Strategy for review.
- Refined and developed new freight actions and strategies to address each of the regional freight policies, including a new freight safety policy.

Major accomplishments and milestones for the next reporting period:

- Participate in the Portland Freight Committee and Oregon Freight Advisory Committee.
- Give a presentation on the Regional Freight Strategy to the Portland Freight Committee at their meeting on May 3, 2018.
- Give presentations and receive input at TPAC, MTAC, MPAC and the Metro Council on the discussion draft of the Regional Freight Strategy during April 2018.
- Give a presentation and receive input at JPACT on the discussion draft of the Regional Freight Strategy at their meeting on May 17, 2018
- 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.
- Complete work plan and revisions for the 2018 Regional Freight Strategy. (ON-GOING).

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$963,759

BALANCE: \$417,828

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 Regional Transit Strategy
- Provided data and technical assistance to the Urban Growth Management report
- Incorporated stakeholder feedback to finalize regional buildable lands inventory
- 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 assistance to support affordable housing bond measure efforts
- Kicked off the regional regulated affordable housing update
- Provided data and technical support to the Economic Value Atlas
- Provided technical assistance to the Southwest Corridor Equitable Development Program
- Provided technical assistance to the Regional Snapshots program
- Updated RLIS demographic and socio-economic data
- 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)
- Completed update to the Regional Trails system data and mapping
- Deployed the first part of a web-based system to assist volunteers to collect detailed counts of bikes and pedestrians

Major accomplishments and milestones for the next reporting period:

- Continue to provide data and technical assistance to the RTP
- Continue to 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
- Publish regional regulated affordable housing inventory update
- Continue to provide technical assistance to the Regional Snapshots program
- Continue to provide data, mapping and technical analysis to support regional parks management
- Design the web-delivery portal for the delivery of detailed counts of bikes and pedestrian information to regional planners

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$320,433

BALANCE: \$129,901

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:

- MetroScope model prep for UGM
 - "warm-start" testing and model calibration – corrected "supply price" issue with model first year start-up
 - Neighborhood score revisions for proposed UGB additions
 - Reviewed SDC assumptions
 - Updated/revised capacity assumptions: (Clark county, non-Metro jurisdictions in rural and adjacent counties)
 - Devised set of scenarios to test alternative future growth assumptions for the UGR

- Developed set of evaluation indicators to rapidly assess the veracity of alternative growth forecasts for the UGR
 - Completed the drafting of new HIA projections based on the baseline regional forecast parameters
- Analyzed historic residential capture rates to determine expected demand for the housing gap analytics
- Completed final draft Buildable Land Inventory
 - Produced two alternatives to measure redevelopment supply
 - Predictive regression-based model to forecast MF redevelopment
 - Threshold price approach– this is based on county assessment values to estimating redevelopment
 - Completed the review of BLI with local governments
- Land Use Technical Advisory Group (LUTAG) – met several times to review:
 - Buildable Land Inventory - final
 - DSP model draft
 - Regional Forecast overview and discussion
 - Additional model forecasting assumptions: capacity/supply assumptions and other growth factors needed to operate MetroScope
 - MetroScope validation overview and discussion
 - Predictive redevelopment regression model
- Assessed whether we have the information needed to forecast future ADU production
- Investigated commercial databases to augment the Census and Metro’s data regarding equity and racial data profiles
- Issued an RFP for consultant help
 - Designed and developed a new residential preference survey methodology to support re-estimation of MetroScope consumer utility equations or support development of a new land use model
 - Researched and developed a framework to either upgrade MetroScope or develop and implement a new land use model in time for the next UGM cycle in 2024

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
- Identify next steps to update (or replace) the MetroScope land use model before the next UGM cycle
- Identify next steps in acquiring residential survey data for model estimation purposes
- Regional Forecast – finalize documentation for the urban growth report
- Buildable Land Inventory – finalize documentation and tables for the urban growth report
- Run MetroScope to test alternative growth assumptions for the following combination of growth assumptions:
 - High vs. low growth redevelopment supply
 - UGB expansion proposals
 - High, medium and low growth regional forecast
- For the UGR. prepare draft research findings, documentation and presentation materials from the MetroScope alternatives
- Prepare preliminary draft housing needs analysis
- Prepare preliminary draft employment needs analysis
- Prepare a draft report summarizing the region’s growth performance indicators as mandated by state regulations (ORS 197.296 and 197.301)
- incorporate Housing + Transportation Cost (base year and forecast year) index tool into data

indicators for the draft UGR

- Develop land use indicators for climate smart strategy
- Develop new base year data for next cycle of RTP and travel forecasting tasks

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$320,433

BALANCE: \$129,901

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.
- Staff obtained budget authority to pilot data sources (e.g., Sidewalk Labs Replica) to augment traditional household travel survey data

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

Travel Demand Model Input Data

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

Travel Demand Model Computer Code

- Modeling staff reviewed coding that extracts performance measures for the 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
- Staff will investigate alternative data sources (e.g., Sidewalk Labs Replica) to augment traditional household travel survey data

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.
- Staff will initiate contract amendment for delivery of ABM model platform.

Trip-Based Model

- The fully calibrated and validated KATE model will continue to be applied for the purposes of the RTP update.
- Staff will integrate the Behavior Based Freight Model within the trip-based model framework

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 presented to planning and other agency staff
- The H+T prototype will undergo continued development and testing/application

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)

QUARTERLY REPORT

GRANT: SHRP2 C20 IAP
Behavior-Based Freight Model STP

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

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:

Additional technical work (model refinement, model calibration/validation) continued during Q3.

Major accomplishments and milestones for the next reporting period:

Delivery of final model file set, completion of final report, and contract close-out to occur during Q4.

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$103,305

BALANCE: \$0

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)

- Continued supporting ODOT's value pricing work
- Performed new assignments including requested network modifications, and provided resulting auto and intersection volume plots to a consultant working with the City of Gresham
- Ran sensitivity tests for TriMet and the City of Portland to investigate possible impacts of automated and connected vehicles
- Provided bicycle assignment tools and technical assistance to the City of Portland

Data and Modeling Services (private agencies)

- Provided data to a consultant studying non-motorized modes in the Rose Quarter area
- Provided customized auto assignments and volume plots for two consultants

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.

QUARTERLY REPORT

GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$163,229

BALANCE: \$129,147

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 January, February and March.
- Participation in January OMPOC meeting (in Salem)
- Participation in January quarterly Oregon MPO and Transit meeting (in Eugene)
- Participation in monthly Southwest Washington Regional Council TAC and Board meetings
- Completed draft work plan for addressing federal certification findings; submitted to USDOT
- Completed draft 2018-19 UPWP, including coordination with Metro budget
- Completed draft 2018-19 UPWP Consultation

Major accomplishments and milestones for the next reporting period:

- Coordinate monthly JPACT and TPAC meetings
- Participate in monthly Southwest Washington Regional Council TAC and Board meetings
- Finalize draft work plan for addressing federal certification findings with USDOT
- Adopt 2018-19 UPWP, including coordination with Metro budget
- Participation in April OMPOC meeting (in Grants Pass)
- Draft updated planning IGA with ODOT and TriMet

QUARTERLY REPORT

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

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$650,518

BALANCE: \$1,261,608

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:

- Ongoing NEPA analysis (Winter/Spring 2018)
- Public engagement and design refinement continues (Winter/Spring 2018)

Major accomplishments and milestones for the next reporting period:

- Continued design refinement and public outreach (Summer 2018)
- 35% Design (July 2018)
- Documented Categorical Exclusion worksheet submitted to the FTA (Summer/Fall 2018)
- Section 106 Draft Report (Summer 2018)
- Section 106 Historic and Cultural Consultation with State Historical Preservation Organization, Tribes, and other Consulting Parties (Summer 2018)

QUARTERLY REPORT

GRANT: Other Funds

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

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
- Complete revisions to draft DEIS analysis informed by agency comment
- Collaborated with project partners to identify the draft Preferred Alternative [initial route proposal] for inclusion in the DEIS
- Submitted full draft DEIS to FTA staff for review and comment
- Began sharing significant impacts information with project partners, Community Advisory Committee and Steering Committee
- Continued work with participating agencies and project partners to identify mitigation strategies for significant adverse impacts under NEPA
- Continued in-depth community planning process along Barbur Boulevard and in Tigard for HCT and related active transportation design
- Continued public outreach to gather input on issues and increase public awareness of the project and decision making process
- Continued to ensure environmental justice process including critical engagement is being undertaken
- Continued 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:

- Make revisions to DEIS at FTA direction
- Secure approval of DEIS from lead agencies (FTA, Metro, TriMet)
- Distribute DEIS to public and agencies, including newspaper ads and other notifications
- Present the DEIS findings to the Community Advisory Committee and Steering Committee
- Engage in public awareness and involvement process during DEIS public review period, including presentations to public committees and outreach to low income and low English proficiency populations for environmental justice process
- Hold at least one public hearing for oral submission of comments on the DEIS
- Collect and compile public and agency comments on the DEIS
- Facilitate Community Advisory Committee recommendation to the Steering Committee on the LRT Preferred Alternative
- Develop project partner input to Steering Committee on the LRT Preferred Alternative
- Develop interagency MOUs on critical project elements as identified by project staff
- Identify process and timeline for elements of the LRT project not covered by the Preferred Alternative
- Continue early opportunity project implementation, including roadway, active transportation, safety, parks and habitat projects
- Refine timeframes and potential funding sources for priority roadway and active transportation projects throughout the corridor
- Continue to collaborate with project partners to support community vision

QUARTERLY REPORT

GRANT: FY 2016 STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$94,743

BALANCE: \$0

NARRATIVE:

The Resource and Project Development Division and the Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit oriented development (TOD) in the region's mixed use areas, conducting multijurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development program has focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. Project Development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

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:

- Finalized Phase II subsurface and building material sampling for the first phase of the Riverwalk design area.
- Produced technical memo on Sparrow site in the City of Milwaukie
- Finalized Phase I work on the Sparrow site
- Finalized Sampling & Analysis Plan for Phase II work on the Sparrow site
- Engaged Clackamas County Housing Authority about participation in the Brownfield program. Program will explore potential to perform environmental due diligence on the Hillside site in Milwaukie, OR
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Continued the process of identifying specific data sets for the creation of the Regional Quality of Life (RQL) Index
 - Held one Project Oversight Committee (SPOC) meeting in January
 - Finalized Equitable Development Principles at January SPOC meeting
 - Developed initial Equitable Development Strategy outline with consultants
 - Developed draft maps for Existing Conditions memo
 - Released Pilot Project grant application process for community partners
 - Selected Pilot Project pre-awards through review by Selection Committee
 - Continued outreach on Storytelling series, which will highlight 6-8 household profiles
 - 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
 - Begin Phase II activity on City of Milwaukie Sparrow site
 - Obtain EPA eligibility on Hillside site for Clackamas County Housing Authority and initiate Phase I/II work on the site
 - Begin outreach to commercial/industrial real estate brokers to encourage participation in the program
 - Finalize a 1-2 page handout that focuses on property owners and real estate professionals
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Merge Business & Workforce and Equity & Housing Advisory Groups into the larger SPOC
 - Hold Project Oversight Committee (SPOC) meeting in May
 - Have Pilot Project awardees present their proposals to the SPOC in May
 - Produce Draft Existing Conditions Memo
 - Finalize Storytelling series for public outreach purposes.
 - Finalize scope of work with each Pilot Project applicant that was selected for pre-approval

QUARTERLY REPORT

GRANT: Economic Value Atlas STPBG

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

EXPENDED TO DATE: \$91,966

BALANCE: \$524,299

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:

- Economic Value Atlas (SECOND QUARTER FY 2018-19)
 - Final economic performance indicators (COMPLETED JANUARY 2018)
 - Early spatial mapping (PRESENTATION SCHEDULED FOR APRIL 2018)

Major accomplishments and milestones for the next reporting period:

- Economic Value Atlas (FIRST QUARTER FY 2018-19)
 - Draft EVA Decision-Support Tool (ANTICIPATED FOURTH QUARTER FY 2017-18)
 - Final EVA Decision-Support Tool (ANTICIPATED FIRST QUARTER FY2018-19)

QUARTERLY REPORT

GRANT: ICM-DPG-2013
Other Funds

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: January 1 – March 31, 2018

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 to 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:

- Further screening was applied to operations alternatives to narrow to 6 alternatives for evaluation.
- Held Project Steering Committee meetings January 24 at Metro and March 8 at TriMet. Break out groups were formed between these meetings. The first met to dive into what demand management and congestion pricing solutions can be brought to an operations alternative. Another meeting was to discuss whether multimodal transportation was its own operations alternative or should be included throughout all operations alternative (the group opted for the latter).

- The consultants completed a draft SEMP for project managers to review.

Major accomplishments and milestones for the next reporting period:

- Final SEMP
- Final report, concluding the ICM deployment planning.
- Next steps for ICM project implementation.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Metro & City of Hillsboro

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

Federal: \$500,000

Local: \$57,227

Total: \$557,227

PERIOD COVERED: **3rd Quarter:** January 1, 2018 – March 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$0

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

0%

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

2018

Description

Program/Project Summary:

The Oak, Baseline and 10th Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

Summary Status

Milestones/deliverables for this reporting period (January 1, 2018 – March 31, 2018):

Revised scope of work submitted to ODOT for comments.

Revised IGA with ODOT comments submitted to Hillsboro attorney for review.

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1, 2018 – June 30, 2018):

Review and finalize scope of work.

Finalize IGA.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Wilsonville

PROJECT: French Prairie Bridge Plan

Federal: \$1,250,000

Local: \$143,068

Total: \$1,393,068

PERIOD COVERED: **3rd Quarter:** January 1 – March 31, 2018

EXPENDED TO DATE: \$506,587

BALANCE: \$886,482

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE:

(0 to 100%)

30%

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 (January 1 – March 31, 2018):

FHWA and ODOT have determined that the project must complete an Environmental Assessment due to concerns with unknown impacts. The project schedule has been revised. The project team met with ODOT to begin discussing EA work that can be completed under the planning phase of this project. Third Technical Advisory Committee meeting was held and technical scoring of bridge locations completed.

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1 – June 30, 2018):

Hold third Task Force meeting to make bridge location recommendation. Clackamas Board of County Commissioners and Wilsonville City Council meetings to approve preferred bridge location. Prepare draft of bridge location selection summary document.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17466

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Metro & ODOT

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

PERIOD COVERED: **3rd Quarter:** January 1 - March 31, 2018

EXPENDED TO DATE: \$4,286

BALANCE: \$107,160

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

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

Description

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

The original study described in UPWP will be altered. A new scope of work and limited geographic area will also be studied. The purpose of the Project will be planning work, environmental study, field work, preliminary design, alignment recommendations and cost estimates for the "Lake Oswego to Portland" north-south trail within Clackamas County and possibly Multnomah County. This connection is outlined in the "Lake Oswego to Portland Trail Plan" completed in 2010 by Metro and partners. The focus of this study will be to look at the proposed trail connections in the southern area, including connections between Foothills Park, Tryon Cove, Tryon Creek State Natural Area, Fielding Road and Elk Rock Tunnel. The plan will be coordinated with ODOT's Hwy. 43 Culvert Replacement Project.

The Trail Study results shall not preclude future transit and/or streetcar options in this corridor. The ultimate goal is to have a transit and trail projects built. Any interim trail shall not diminish transit or rail options in the Willamette Shore Line Corridor. The existing vintage trolley service will be maintained.

Summary Status

Milestones/deliverables for this reporting period (January 1 - March 31, 2018):

- Secured consultant under contract
- Conducted kick off meeting
- Conducted site tour

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1 - June 30, 2018):

- Complete existing conditions
- Engage stakeholders

ODOT AGREEMENT #: 19299

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Portland

PROJECT: Central City Multimodal Safety and Access Project

Federal: \$852,000

Local: \$97,516

Total: \$949,516

PERIOD COVERED: January 1 - March 31, 2018

EXPENDED TO DATE: \$ 555,527.86

BALANCE: \$383,987.35

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE:

(0 to 100%)

45%

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 (January 1 to March 31, 2018)

- Completed Central City transit priority concepts development in partnership with Enhanced Transit Corridors effort
- Held first of three interactive online open houses, workshop with Central Eastside stakeholders, focus group with Central City Concern clients, as well as TAC and Sounding Board meetings
- Updated project webpage with materials from respective meetings

**Planned major accomplishments, milestones or deliverables for the next reporting period
(April 1, 2018 – June 30, 2018):**

- Complete concept development for low stress bikeways
- Project bundling, combining project concepts from pedestrian, transit priority, and bikeway efforts
- Hold second of three online open houses, allowing interactive public input on project concepts
- Additional stakeholder meetings and workshops and focus groups

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 31158

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Washington County

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

PERIOD COVERED: **3rd Quarter:** January 1 – March 31, 2018

EXPENDED TO DATE: \$113,930.16

BALANCE: \$594,862.84

NOTE: The above "Expended to Date" reflects:

\$ 5,992.84 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

\$ 51,923.39 County staff services costs 6/7/16 thru 3/31/18 (89.73% Fed + 10.27% Local Match)

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

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

Estimated project work complete:

90%

ESTIMATED COMPLETION DATE:

Anticipated original work completion date: October 2017

Estimated revised completion date:

June 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.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

Summary Status

Milestones/deliverables for this reporting period (January 1 – March 31, 2018):

1/19/18 Project status meeting with County, Kittelson & Associates (KAI) and ODOT staff. The 12/21/17 Federal Highway Administration (FHWA) released memorandum related to non-authorized use of proprietary Rectangular Rapid Flash Beacons (RRFB). This created open questions on design deliverables. Additionally, County provided some updated guidance on allowable features in County roadways. In light of these topics and how they are ultimately resolved, KAI anticipates additional work and time to modify concept designs accordingly. After the meeting, County staff will review design guidance and considerations for pending input to KAI.

3/20/18 Staff received forwarded copy of FHWA email determining that topic of proprietary use of RRFBs had been resolved.

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1 – June 30, 2018):

Early April: Anticipated status conference call or meeting with County, KIA and ODOT staff on design direction input to allow ultimate reworking of site concept designs based on recent information updates.

Depending of the level of effort for the changes, KAI estimates the following time frames for remaining work after receipt of County final design guidance:

- 3-6 weeks to provide updated/revised deliverables
- 2-4 weeks for County & ODOT review of draft deliverables
- 2-4 weeks for incorporation of any changes

Above times amount to approximately three months for final deliverables after receipt of County design guidance (or late June 2018).

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Portland

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

PERIOD COVERED: **3rd Quarter:** January 1 – March 31, 2018

EXPENDED TO DATE: \$ 204,454

BALANCE: \$ 98,678

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE: 50 %
(0 to 100%)

ESTIMATED COMPLETION DATE: November, 2018

Description

Program/Project Summary:

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

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

Summary Status

Milestones/deliverables for this reporting period (January 1 – March 31, 2018):

- PBOT convened 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 convened Stakeholder Working Group #3 to review and discuss prioritization criteria, SWG #4 to review and discuss Measures, and SWG #5 to review the outcomes of the public engagement period.
- Staff will summarize the results of the public engagement effort to identify community priorities.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1 – June 30, 2018):

- Based on the results of the public engagement, staff will finalize prioritization criteria, measures and variable used for project prioritization. This includes revised pedestrian classifications prepared as a part of the PedPDX update of the Pedestrian Master Plan
- Staff will run a first pass prioritization of the southwest planned project list to advance for public engagement.
- 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.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Clackamas County

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

PERIOD COVERED: **3rd Quarter:** January 1 – March 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$0

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

2%

ESTIMATED COMPLETION DATE:

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

March 2019

Description

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

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

Summary Status

Milestones/deliverables for this reporting period (January 1 – March 31, 2018):

- Draft and revised draft RFQ/Agreement Form for A&E Services were developed and submitted to DOJ. Second draft is currently being reviewed by DOJ.
- Draft Statement of Work developed.

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1 – June 30, 2018):

- Finalize RFQ for A&E Services upon DOJ receipt and resubmit for approval.
- Finalize Statement of Work to include in RFQ.
- Send out RFQ and perform a review of Qualification submittals.
- Initiate negotiations with highest ranked consultant.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 18006

METRO IGA: 30391 (ODOT)

FISCAL YEAR: FY 2016-17

AGENCIES: Portland State University

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

PERIOD COVERED: **3rd Quarter:** January 1 – March 31, 2018

EXPENDED TO DATE: \$37,481

BALANCE: \$185,409

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE:

(0 to 100%) 55%

ESTIMATED COMPLETION DATE:

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

2018

Project Contact:

Name: John MacArthur

Title: Research Associate

Email address: jhmacart@pdx.edu

Description

Program/Project Summary

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

Summary Status

Milestones/deliverables for this reporting period (January 1 – March 31, 2018):

- Finished EV survey report. Shared report with partners for review.

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1 – June 30, 2018):

- Receive comment on EV survey report and finalize.
- Receive December 2018 EV data and analysis. Prepare two year analysis report of EV growth.
- Meet with Forth to discuss outreach review of EV program.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Tualatin Hills Parks & Recreation District

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

PERIOD COVERED: **3rd Quarter:** January 1 – March 31, 2018

EXPENDED TO DATE: \$10,297

BALANCE: \$881,267

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

0%

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

2020

Description

Program/Project Summary:

The project will design a 1.5-mile multiuse off-street trail along the TriMet light rail corridor and Beaverton Creek between the Westside Regional Trail and SW Hocken Avenue in Beaverton.

ODOT, Metro and THPRD have determined to switch from a PE project to a Planning project initially. The planning work will include an alternatives/feasibility analysis and preferred location for the trail, preliminary cost estimates, environmental studies and potential impacts/mitigation and a prospectus that will lead to the PE phase.

Summary Status

Milestones/deliverables for this reporting period (January 1 – March 31, 2018):

The RFP was advertised January 16, 2018 with proposals due February 13, 2018. 2 proposals were submitted and scored by ODOT and THPRD. DEA has been notified with the intent to award letter and is currently in negotiations with ODOT.

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1 – June 30, 2018):

ODOT and THPRD anticipate the consultant will be under contract in April with planning phase beginning immediately. Data gathering, research, surveying and basemapping will continue into early Q4.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #:19786

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: ODOT

PROJECT: I-205 Stafford Rd to OR99E

Federal: \$2,305,500

Local: \$12,694,500

Total: \$15,000,000

PERIOD COVERED: **3rd Quarter:** January 1 – March 31, 2018

EXPENDED TO DATE: \$4,150,197.57

BALANCE: \$10,849,802.23

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

28%

ESTIMATED COMPLETION DATE:

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

March 31, 2019

Description:

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

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

Summary Status

Milestones/deliverables for this reporting period (January 1, 2018 – March 31, 2018):

- Finalized Cost-to-Complete report
- Presented above report to the Oregon Transportation Commission and Oregon Legislature
- Added \$12,500,000 to project planning phase
- Met with key stakeholders, such as local jurisdictions in the project area

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1, 2018 – June 30, 2018):

- Draft Design Acceptance Package expected to be submitted to ODOT in April
- Design Acceptance Workshop planned for May
- Stakeholder outreach in the form of city council presentations planned for April and public open houses and online open house planned for June.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: TBD

METRO IGA: (ODOT)

STATE FISCAL YEAR: FY 2017-18

AGENCIES: City of Tualatin

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

PERIOD COVERED: **3rd Quarter:** January 1 – March 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$725,000

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

ESTIMATED COMPLETION DATE: December, 2020
*(When all project deliverables are complete
and the project is moving to complete final reimbursements)*

Description

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

Summary Status

Milestones/deliverables for this reporting period (January 1 – March 31, 2018)

- None

Planned major accomplishments, milestones or deliverables for the next reporting period (April 1 – June 30, 2018):

- Submit speed zone reduction request for ODOT approval
- Development and finalization of the ODOT Project Prospectus parts 1 & 2
- Business charter, outlining the required scope of work and budget
- Draft IGA for jurisdictional approval