

MAKING A
GREAT
PLACE



FY 2017-18 UPWP Quarterly Reporting

3rd Quarter
April 1 - June 30, 2018

July, 2018

Major accomplishments and milestones for this reporting period:

- JPACT, MPAC and Council briefings on public review drafts of RTP and supporting freight, transit and safety strategic plans
- Completed public review draft of Regional Transit Strategy for public comment
- Completed public review draft of Regional Freight Strategy for public comment
- Completed 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
- Completed the final 2040 transportation revenue forecast for the RTP update
- Provide ongoing support for local Transportation System Plans

Major accomplishments and milestones for the next reporting period:

- Release public review draft of the 2018 RTP for public comment
- 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
- Conduct a formal consultation with state and federal agencies on the draft 2018 RTP and accompanying modal strategies
- JPACT, MPAC and Council briefings on public comments received on the draft RTP and supporting freight, transit and safety strategic plans
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees on public comments received on the draft RTP and drafts of modal strategies
- Provide ongoing support for local Transportation System Plans

opportunities and final adoption process.

- 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.
- Worked with jurisdictional partners to update draft RTP projects lists to address Regional Leadership Forum #4 recommendations for aligning near-term investments with priorities for equity, safety, congestion and climate change.
- Convened and prepared summary community leaders forum held on June 26.
- Round 2 system performance and transportation equity analysis and preliminary reporting.
- Draft performance targets to meet regional policy goals and federal and state requirements.
- Prepared and released public review drafts of the 2018 Regional Transportation Plan, 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, and 2018 Regional Transportation Safety Strategy for final 45-day public comment period from June 29 to Aug. 13. The comment period will include a public hearing and consultation with tribes and federal and state agencies.

Major accomplishments and milestones for the next reporting period:

- Agendas, memos and meeting materials to support adoption process and updates to regional technical and policy advisory committees.
- Finalize RTP Technical Appendices and supporting documents in support of adoption process.
- Documentation comments received during 45-day public comment period and recommended changes to public review draft documents for consideration by Metro's regional advisory committees and the Metro Council.
- Prepare draft legislation and findings for consideration by Metro's regional advisory committees and the Metro Council.

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: April 1 – June 30, 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:

- Revised Draft Regional Transit Strategy per comments from partner review
- Shared draft Regional Transit Strategy with TPAC, MTAC, JPACT, MPAC and Metro Council
- Issued a Request for Interest to regional partners for Enhanced Transit Concept (ETC) projects
- Worked with TriMet to hire a consultant to support on the ETC pilot program

Major accomplishments and milestones for the next reporting period:

- Revise Draft Regional Transit Strategy based on public review
- Finalize the HCT assessment and readiness criteria

- Host the last Transit Work Group meeting
- Select and start scoping ETC projects to move forward

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: April 1 – June 30, 2018

EXPENDED TO DATE: \$854,058

BALANCE: \$173,374

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:

- Transit agencies presented and provided comments on annual budget and programming of projects at TPAC and JPACT
- Executed intergovernmental agreement to exchange Metro STP funds with TriMet general funds for fiscal years 2018 – 2021
- Developed draft intergovernmental agreement for Metro to receive bond proceeds from TriMet to conduct project development activities for 11 active transportation projects across the region and enhanced transit scoping

- Developed draft intergovernmental agreements with for five projects to receive exchanged TriMet general funds
- Continued participation and coordination on working group looking at options for a statewide STIP-MTIP database
- Monthly updates, discussions, and presentations on the 2021-2024 STIP funding allocation process at TPAC
- Completed a preliminary 2021-2024 MTIP financial forecast to use in conjunction with the 2021-2024 STIP development.
- Assisted Finance Department coordinate and resolve one-year of unobligated UPWP carry-over funding now authorized to be added to the SFY 2019 UPWP cycle totaling \$1.7 million of STP, PL and local matching funds.
- Submitted 29 formal MTIP amendments for approval and 29 administrative modifications during the quarter.
- Continued working with the other MPO TMAs, smaller MPOs, and ODOT to reach consensus to pursue a new MTIP database platform
- Completed a second review of ODOT proposed MTIP amendment documentation and determined the upgrades now are sufficient to replace Metro developed products. Upgraded documents include a new STIP Impacts Worksheet, revised CMR and PCRs that now contain improved summary remarks justifying the amendment request. Determined Metro does not require separate documents for submitting and reviewing project amendments.

Major accomplishments and milestones for the next reporting period:

- Develop and coordinate with the ODOT LALs the annual SLIP amendment and project reviews to determine necessary project phase and funding carry-overs into FFY 2019.
- Develop and submit transit project specific project slip worksheets for transit agency staff to complete and return to determine required transit carryover phases and funding.
- Initiate development of a contingency MTIP database for a short term replacement for Transtracker to be used for the development and amangement of the 2021-2024 MTIP
- Continued regular updates on the 2021-2024 STIP funding allocation process at TPAC
- Executed intergovernmental agreement with TriMet to receive bond proceeds for project development activities
- Execute intergovernmental agreement with local jurisdictions to receive TriMet general funds or bond proceeds to deliver projects or conduct project development on specified projects
- Continued participation and coordination on working group looking at options for a statewide STIP-MTIP database
- Develop the final FFY 2018 STP, CMAQ, and TA obligation list of projects.
- Continue developing project monitoring concept processes and procedures based on the new annual OA target requirements established by Salem and FHWA.

Amendment Activity

The following FFY18-21 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period April 1, 2018 through June 30, 2018:

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1488	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	70778	Administrative		Port of Portland	Ken Lobeck	Transferring \$50k from Construction phase to create a UR phase to address required Storm water mitigation scope activities. Scope activities were in the construction phase but need to be called out separate in a UR phase. No change in project cost
1489	21071	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2	71029	Administrative		ODOT	ODOT	Construction phase slip from 2018 to 2019 based on updated project schedule. No scope change or change in project funding
1490	19355	OR212: Rock Creek at Richey Rd	70807	Administrative		ODOT	ODOT	Increasing ROW phase from \$30k to \$173k due to ROW files increasing from 6-8 and cost updates for each file. Minor cost increase from \$6,729,182 to \$6,872,396
1491	19356	OR212: UPRR Structure - Rock Creek	70808	Administrative		ODOT	ODOT	Increasing ROW phase costs to address higher than expected ROW acquisition related to curb ramp construction
1492	18772	OR212: SE Richey Rd - US26	70761	Administrative		ODOT	ODOT	Adding a UR phase to address moving a water line which also increases ROW phase costs. Net change equals \$226,500 increase which equals only a 4.7% increase to the project
1493	18769	OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park	70801	Administrative		ODOT	ODOT	Adding funding to construction and Other phases to address higher than anticipated construction phase bids.
1494	20480	I-205 EXIT RAMPS AT SE DIVISION ST	71006	Administrative		ODOT	ODOT	Minor scope adjustment to apply IM paving requirements (fully pave Division St) within project limits resulting in a 10.5% cost increase primarily to the construction phase
1495	20333	SEVENTIES NEIGHBORHOOD GREENWAY	70948	Administrative		Portland	Ken Lobeck	\$50k is transferred from PE to create a new UR phase to address storm water mitigation requirements. Total project cost remains unchanged at \$5,010,706
1496	19722	HSIP 2016 Signalized Improvements (Portland)	70843	Administrative		Portland	Ken Lobeck	Upgrade signal heads to a larger size. Install reflectorized back plates and countdown pedestrian signals. Replace illumination with LED fixtures.
1497	21284	Burnside St: Burnside (Willamette River) Bridge East Approach	71052	Formal	17-4876	Multnomah County	ODOT	Adding a new safety project to the 2018 MTIP
1498	21271	Portland Metro Planning SFY19	71053	Formal	17-4876	Metro	Metro	Adding Metro's annual planning funds for RTP UPWP and other planning activities to occur in SFY 2019 and FFY 2019
1499	21283	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	71054	Formal	17-4876	Portland	ODOT	Adding a new project to the MTIP that will provided protective screening over the 12th Ave bridge Project
1500	18819	St Johns Truck Strategy Phase II	70773	Formal	17-4876	Portland	Portland	Scope change to the project to eliminate a segment due to budget limitations
1501	20414	ROAD SAFETY AUDIT IMPLEMENTATION	70970	Formal	17-4876	ODOT	ODOT	Funding Decrease due to splits to other projects: \$775k to Key 21071 and \$40k to Key 18789 plus \$500k to Key 21289. OTC approval occurred for all splits.
1502	21312	Metro Transportation Options (FFY 18-20)	71055	Formal	17-4883	Metro	Metro	Adding a new project to the 2018 MTIP. Supplemental funding from ODOT supporting Metro's Regional Travel Options program
1503	20703	US30: SANDY RIVER (TROUTDALE) BRIDGE	71007	Formal	17-4883	ODOT	ODOT	Adding the construction phase funding which brings the project back into the 2018 MTIP active years and is considered adding a new project to the MTIP.
1504	21179	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	71034	Formal	17-4883	ODOT	ODOT	Adding TriMet local funds to the PE phase per ODOT and TriMet agreement
1505	19071	I-5 Rose Quarter Improvement Project	70784	Formal	17-4883	ODOT	ODOT	Adding \$5 million of TriMet local funds to the PE phase per ODOT and TriMet agreement

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1506	19786	I-205: Stafford Rd - OR99E	70859	Formal	17-4883	ODOT	ODOT	Adding \$2.5 million local funds from TriMet per ODOT-TriMet agreement
1507	20843	Portland to Milwaukie Light Rail (2019)	70929	Formal	17-4883	TriMet	TriMet	Adding full 2019 5309 allocation to the project
1508	20329	OR43: Arbor Dr - Hidden Springs Rd	70882	Administrative		West Linn	ODOT	Name and Limits Modification: Update project name and adjust project limits changes (0.08 miles). No change in scope or funding
1509	19812	Region 1 Rural Intersections and Curve Warning Signs	70863	Administrative		ODOT	ODOT	COMBINED PROJECTS: Key 20400 is combined into Key 19812 resulting in a three ARTS project grouping bucket
1510	20339	EAST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70953	Administrative		ODOT	ODOT	Combining funding from Key 20400 and projects together into a ARTS project grouping bucket
1511	20400	RURAL INTERSECTION AND CURVE WARNING (ODOT)	70966	Administrative		ODOT	ODOT	Combined projects and funding into Keys 19812 and 20339 (this admin mod) resulting in a zero programming balance and a canceled project
1512	20304	CITY OF PORTLAND SAFETY PROJECT	70944	Administrative		Portland	ODOT	Combining a portion of funding and projects from Keys 20476 20389 and 20334 totaling \$2,579,600 into Key 20304 to cover the project grouping of ARTS projects #10 #13 #16 #17 #18 #20 #21 #13H #168H #50H #10H and #175H
1513	20476	SE Jennings Ave at Addie St (Clackamas)	71004	Administrative		Portland	ODOT	COMBINED PROJECTS/COSTDECREASE: The admin mod transfers a total of \$980,900 from the project phases to Key 20304 and 20335 (revised 6/15/2018)
1514	20389	FULL SIGNAL UPGRADE (PORTLAND)	70962	Administrative		Portland	ODOT	Cost Decrease/ Fund Transfer to Key 20304 totaling \$1,643,600 from 20389
1515	20334	SYSTEMIC SIGNAL AND ILLUMINATION (PORTLAND)	70949	Administrative		Portland	ODOT	Combine/Cost Decrease: Transfer a total of \$980,900 from Key 20334 to Key 20304 as part of the ARTS combined project grouping bucket. Revised 6/15/2018
1516	19749	Beef Bend Culvert Replacement	70848	Administrative		Portland	Portland	Phase Slip: Construction phase slips to 2019. FHWA approval grant for the phase slip
1517	20340	Rumble Strips and Bike/Ped Conflict Markings (Portland)	70954	Administrative		ODOT	ODOT	Removing and splitting off the Washington County work and scope and combining them into Key 20339
1518	20399	Curve Warning and Conflict Markings (Washington Co.)	70965	Administrative		Washington County	ODOT	Combining funds and projects from Key 20340 into Key 20339 as an ARTS Project Grouping Bundle with the scope now specifically in Washington County
1519	20335	CENTRAL SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70950	Administrative		ODOT	ODOT	Combine two locations from Key 20476 into Key 20335 and one location from 20334
1520	20375	WEST SYSTEMIC SIGNALS AND ILLUMINATION (WASHINGTON)	70957	Administrative		Washington County	ODOT	Splitting funding and projects off of Key 20375 and combining them into 21306. Funding is split by decreasing PE by \$72,100 Right of Way by \$24,100 and Construction by \$535,300
1521	21306	Systemic Signals and Illumination (Washington Co.)	71056	Administrative		Washington County	ODOT	Splitting four projects and funding off of Key 20375 (West Systemic Signals and Illumination - Washington County). This amendment splits the Wash Co work & locations from K20375 to new project K21306. K21306 will be converted to SFLP once the IGA has been executed.
1522	20440	OR99W (BARBUR BLVD): MP 7.58 TO MP 15.00	70993	Administrative		ODOT	ODOT	SPLIT/CANCELED: Split scope and funding into project key 20376. As a result all projects and funding are zero'd out. Key 20440 is canceled as a result of the split of funding and projects to Key 20376
1523	20441	OR99W (BARBUR BLVD): MP 4.08 TO MP 7.55	70994	Administrative		ODOT	ODOT	SPLIT/Canceled: Split scope and funding into project key 20376. As a result all projects and funding are zero'd out. Key 20441 is canceled as a result of the split of funding and projects to Key 20376. See Key 20376 this amendment for combined status

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1524	20376	WEST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70958	Administrative		ODOT	ODOT	COMBINED PROJECTS: Projects and funding from Keys 20440 and 20441 are combined into Key 20376. No new funding
1525	18809	Boones Ferry Rd: Oakridge/Reese-Madrona St	70770	Administrative		Lake Oswego	ODOT	Cost Increase: The Admin Mod makes a technical correction to correct the PE phase obligation and adds \$2.9 million to the construction phase to address required construction management costs for the project. The City is covering the cost increase.
1526	20816	I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop	70883	Administrative		Wilsonville	ODOT	FUND SWAP: The STP and TAP are being transferred to Key 14429 into the construction phase. In its place Wilsonville is committing the equal amount of local overmatch funds in Kinsman (Key 14429) to replace the federal funds in the I-5 project.

Notes:

1. Requested Actions phase abbreviations:
 - a. Key XXXXX =the five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
 - b. CN =Construction phase. Example: "Add CN to Key 19149 & increase ..." means adding the Construction phase to project through the amendment.
 - c. PE =Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
 - d. ROW or R/W = Right-of-Way phase.
 - e. Key XXXXX =the five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
 - f. CN =Construction phase. Example: "Add CN to Key 19149 & increase ..." means adding the Construction phase to project through the amendment.
 - g. PE =Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
 - h. ROW or R/W = Right-of-Way phase.
 - i. A&E = Architecture & Engineering. refers to professional services required to be performed by an architect, engineer, photogrammetrist, transportation planner or land surveyor
 - j. ER = Emergency Relief funding.
 - k. BOC = Breakdown of Costs.
 - l. PCR = Project Change Request.
 - m. 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.
 - n. Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PEso the project can begin NEPA All projects will planning phase programming become a UPWP

Project.

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

QUARTERLY REPORT

GRANT: FY 2018 PL

FISCAL YEAR: FY 2018

AGENCY: Metro

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

PERIOD COVERED: April 1 – June 30, 2018

EXPENDED TO DATE: \$10,961

BALANCE: \$32,941

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)
- Voluntarily produced mobile source air pollutant emissions for the 2018 RTP. (June 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: April 1 – June 30, 2018

EXPENDED TO DATE: \$146,403

BALANCE: \$0

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. The draft RTP Transportation Equity Analysis was published on June 29, 2018 as part of the public review draft of the 2018 Regional Transportation Plan.
- For the Regional Transportation Plan, convened a second Community Leaders' Forum to discuss changes to the draft project lists, in part due to feedback from the first Community Leaders' Forum, and explain how community advocates can be involved in the review and comment process for the draft RTP, especially those representing interests of historically marginalized communities. The Community Leaders' Forum also provided feedback on the agency's updated Public Participation Plan for Transportation Planning (currently part of the Public Engagement Guide).
- For the Regional Transportation Plan comment period, launched June 29, 2018, notices and offers of additional translation were published in Spanish, Russian, Vietnamese, Chinese and Korean.
- 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 – in preparation for and through the light rail DEIS comment period to build awareness of the project and understand and report potential effects on communities. This includes translating key information to inform public comments into Spanish. Notices and offers of additional translation were published in Spanish, Russian, Vietnamese, Chinese and Korean.

- 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.

Major accomplishments and milestones for the next reporting period:

- Submit annual Title VI Compliance Report to ODOT.
- Finalize 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 is expanded 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 comment period 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.
- Develop updated Factor 1 analysis for an updated Title VI LEP Plan to be submitted to FTA FY 18-19 Q2.

Major accomplishments and milestones for this reporting period:

- Finalized Consultant contract for Phase 2 with ODOT, including schedule
- Began update of Design Classifications policy map
- Completed draft design policy update for 2018 RTP
- Began work on content for guide

Major accomplishments and milestones for the next reporting period:

- Two workshops with Consultant on decision making flow charts and graphics
- Draft of Chapters 1, 2 and 3
- Draft “design elements” template for Chapter 4

QUARTERLY REPORT

FISCAL YEAR: FY 2018

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: April 1 – June 30, 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. Launched DEIS comment period June 15, 2018.
- For the Regional Transportation Plan, launched formal comment period June 29, 2018. Convened a second Community Leaders' Forum to discuss changes to the draft project lists, in part due to feedback from the first Community Leaders' Forum, and explain how community advocates can be involved in the review and comment process for the draft RTP, especially those representing interests of historically marginalized communities. The Community Leaders' Forum also provided feedback on the agency's updated Public Participation Plan for Transportation Planning (currently part of the Public Engagement Guide).
- Published the latest in the Regional Snapshot series, focused on the region's affordable housing crisis

Major accomplishments and milestones for the next reporting period:

- Finalize the agency's Public Participation Plan for Transportation Planning (currently part of the Public Engagement Guide) and submit to ODOT
- For the Southwest Corridor Plan, continue stakeholder and public outreach for DEIS development and continue to convene Citizens Advisory Committee. Continue DEIS comment period through July 30, 2018.
- For the Regional Transportation Plan, continue formal comment period through 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: April 1 – June 30, 2018

EXPENDED TO DATE: \$72,946

BALANCE: \$0

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 April 11 at Metro and then May 9 and June 13 at ODOT Region 1.
- April TransPort learned about Oregon's Road User Charge, OReGO, new concepts for integrating transportation payments and a way for local agencies to apply an RUC in their jurisdiction through ODOT's system. TransPort also prioritized a work plan into 2019 and talked about changes to navigate in future TSMO projects.
- May TransPort heard how Washington County uses TranSync to quickly address traffic signal coordination issues. TransPort then discussed a needs for capabilities at intersections made possible if we upgrade technology.
- June TransPort continued the May discussion on advanced traffic signals and also considered how to make pilot investments in emerging technology.
- Metro staff began work with Chair and Vice Chair of TransPort to present a work plan and timeline to TPAC.

Major accomplishments and milestones for the next reporting period:

- Present work plan and timeline to TPAC. Continue work on prioritized areas of the work plan.

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: April 1 – June 30, 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: April 1 – June 30, 2018

EXPENDED TO DATE: \$1,843,199

BALANCE: \$455,488

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 began the next phase of a research and pilot outreach program aimed at people of color in the region in two communities.
- Completed sales of the 2015 Bike There! Printed map to area retailers.
- Distributed walking and biking safety lights to partners.
- Awarded RFP for marketing services for the Collaborative Marketing Group
- Finalized contract for work for 2018-2021 funding opportunity from ODOT for marketing and outreach.
- Continued as project lead for 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 Q4, including;
 - BoringMaps Springwater Trailhead Map \$3,400
 - City of Hillsboro SRTS Bicycle Safety Curriculum, \$4,352
 - Friends of the Columbia Gorge Website Development, \$5,000
 - PBOT Adaptive BIKETOWN, \$4,995
 - Rosewood Initiative Rosewood Walkways Celebration, \$5,000
 - City of Tigard SRTS Incentives, \$5,000

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

- Continued work with vendors and hosting online resources:

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

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

- The Metro Regional Network of Drive Less Connect www.DriveLessConnect.com added 280 new users between April 1 and June 30, 2018. The Regional Network totals 18,476 registrants, with 1,881 active. Active and actual users have dropped significantly during the 4th quarter.
- Total savings this quarter were \$65,456; 9,595 gallons of gas; and, 175,990 pounds of CO₂.
- Discussion continues for the 2018 State Challenge, with decisions made for collateral and messaging.
- 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>. Updates to the webpage have been requested by riders. Enterprise Rideshare has not responded to Metro requests for regional vanpool updates.
- During the 4th quarter, Drive Less Connect staff responded to 3 support calls and emails. Calls were for administrator and user support. Support time has been dedicated to network administration, and user corrections. There were no new networks added to Drive Less Connect this quarter.
- RTO staff will continue to attend Oregon and Washington Drive Less Connect monthly and quarterly meetings.
- ODOT's has reviewed considerations for an update of the DLC platform and will move forward with a Request for Proposal (RFP). ODOT hopes to make a decision about the new platform by 2019.
- Metro met with ODOT, SMART and TriMet, along with representatives of Enterprise Rideshare to discuss how to restart a vanpool program in the region. The need for multiple partners to work together was discussed, and items needing further clarification and information were identified. Additional meetings and identification of next steps are planned.

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 completed written reports from the Fall 2017 telephone survey: Choosing and Using Travel Options and Mobility and Technology Survey Report: <https://www.oregonmetro.gov/travel-options-research>.
- TriMet continues to provide employer outreach. TriMet analyst staff turned over and the new staff will provide a report when sufficiently trained.

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

- RTO staff participated in project meetings for TriMet's FTA grant from the MOD Sandbox Open Trip Planner Shared Use Mobility (OTP SUM). This system will include bikesharing (BIKETOWN) and TNCs (Uber/Lyft) for first and last mile connections to transit.

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

- Metro shares a ridematching database with Washington entities, making it easier for commuters on both sides of the river to find carpool partners and information on vanpooling opportunities.

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

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

- City of Tigard, Safe Routes to School Coordinator – Awaiting final report from new coordinator.
- Explore Washington Park (formerly Washington Park TMA) – Grant was amended to July 2019 due to logistics around the innovative real-time bus stop signage with wayfinding.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Finalized project.
- 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; however, July through Sept. 2017 stats were submitted showing 96 people trained during 11 classes in Washington County and 206 one-on-one travel trainings were conducted (July through Sept 2017).
- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach – Q4 report submitted. .
- Westside Transportation Alliance TMA – 15-17 Grant Completed. WTA reported on the bike share pilot that included 235 bike trips and was valued by commuters connecting to MAX light rail transit. WTA restarted bikesharing in 2018, again from the Quatama MAX station.

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 secured. Sign fabrication is underway. City will conduct an interim review pending final production.
- City of Portland - Smart Trips. Smart City - Q4 report not yet submitted. Work is continuing on schedule as of Q3 report, mainly planning for summer 2018 events.
- City of Tigard - Safe Routes to School Program – Q4 report not yet submitted. Q3 activities included hiring of new SRTS Coordinator, poster contest at Metzger Elementary, planning activities for Bike Rodeo and May Walk & Bike to School day.
- Clackamas Community College - Expanding Access to Education – Continued CCC promotion of the discounted pass program, carpool incentive, CCC Xpress shuttle and bike pilot promotion. After staff turnover, the College hired Ray Atkinson who will provide more reporting next quarter.
- 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 – Q4 report not yet submitted. Q3 activities include outreach in schools and target communities, hiring of outreach coordinators at two elementary schools. Gather information via surveys in schools has proved challenging. Two bike camps held.
- Explore Washington Park - Washington Park Travel Options Incentive – Q4 reporting is not yet available. Q3 involved progress on task 1 collecting a variety of transportation, parking and demographic data into a database for work by Brink and Alta (consultants to the project). Focus groups with venue members were held. Research findings will be compiled in Q4.
- Hillsboro Parks and Recreation - Rock Creek Trail Counters – Counters were installed in Q3, and sharing of data began in Q4 with the national Bike-Ped Archive administered by Portland State University (<http://bp.its.pdx.edu/>).

- Multnomah County - Safe Routes to School Program - Q4 report not yet submitted.
- Oregon Walks - Oregon Walkways - Q4 report not yet submitted. Inna Levin named Interim Executive Director.
- Portland Community College - Expanding Commuting Options - Q4 report not yet submitted. Q3 activities include hiring of transportation ambassadors. Did not get a large pool of applicants. Began outreach activities, working on design of bike lockers at Rock Creek campus. Completed 2017 student commute survey, with 1,997 participants.
- Ride Connection – RideWise – RideWise program supported 10 classroom trainings with 113 students in Q3. An additional 219 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 City of Portland BOT.
- Westside Transportation Alliance - Increasing Transportation Options in Washington –In Q4, WTA continued engagement of members and stakeholders sending monthly e-newsletters to over 350 emails (31% or more open rate). WTA also leveraged the Bike More Challenge through May, adding incentives using social media (#BikeMoreWestside). WTA also extended TriMet Hop Fastpass farecard marketing.

All grantees have scheduled a yearly grant check-in and will meet with RTO staff in Q5.

Complete 2018 Regional Travel Options strategic plan update

- The Strategy was approved by JPACT on April 19 and adopted by Council on May 24. The Strategy lays out goals and objectives for the RTO program for the next 10 years.

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 research and pilot outreach on transportation and behavioral change messaging for Communities of Color.
- Begin planning for individualized marketing project with City of Portland for 2019 implementation.
- 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 report to partners Stages of Change messaging study.
- Create online application for partner collaboration proposals.
- Coordinate fall and winter 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.

Complete distribution of 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.

- 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)

- TriMet progress report.

- Begin 2019-22 grant making activities
- Begin collecting data on regional TDM activity as part of region wide evaluation

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 participated 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.

2018 Regional Travel Options strategic plan update

- The Strategy was adopted by Metro Council in May 2018.
- Hire regional Safe Routes to School program coordinator

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: April 1 – June 30, 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:

- Completed a final public review draft of the Regional Freight Strategy for public review starting June 29th.
- Evaluated Freight System Performance Measures for the 2018 Regional Transportation Plan and Chapter 10 of the Regional Freight Strategy.
- 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

Major accomplishments and milestones for the next reporting period:

- Participate in the Portland Freight Committee and Oregon Freight Advisory Committee.
- Work with ODOT on the Oregon Freight Advisory Committee Strategic Plan.
- Incorporate public comments into the Regional Freight Strategy.
- Continue analyzing modeling results for RTP freight system performance measures.
- Complete sections 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: April 1 – June 30, 2018

EXPENDED TO DATE: \$1,315,440

BALANCE: \$66,147

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 data visualizations to the RTP
- Provided data and technical assistance to the Regional Transit Strategy
- Completed the Draft 2018 Urban Growth Report
- Provided data and analysis in support of Equitable Housing programs
- Launched project to develop a web-accessible Diversity, Equity, and Inclusion dashboard
- 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
- Continued design work on designing and implementing 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
- Provide updates to the Draft 2018 Urban Growth Report
- Continue to provide technical assistance to the Property and Environmental Services department in support of regional solid waste management
- Deploy the Diversity, Equity, and Inclusion dashboard
- Begin supporting design of data collection program for the housing bond.
- Continue to provide technical assistance to the Southwest Corridor Equitable Development Program
- Complete the next RLIS release
- Deploy an Economic Value Atlas prototype
- 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
- Finalize design and architecture of the web-delivery portal for the delivery of detailed counts of bikes and pedestrian information to regional planners

- High vs. low growth redevelopment supply
 - UGB expansion proposals
 - High, medium and low growth regional forecast
- For the UGR. prepared final draft research findings, documentation and presentation materials from the MetroScope alternatives - reference 2018 UGR Appendix 3
- Prepared final draft report summarizing the region's growth performance indicators as mandated by state regulations (ORS 197.296 and 197.301) – reference 2018 UGR Appendices 4 and 5
- Prepared final draft report summarizing the region's employment land characteristics per mandates in Oregon administrative rule, division 24 – reference 2018 UGR Appendix 6
- Selected the consulting firm of “RSG” to help research center staff with modernizing our suite of land use modeling tools. Tasks include:
 - Meeting facilitation, needs assessment and lit. review
 - Preparing a report detailing design needs for a land use model to support Metro's UGB decision processes and RTP forecasting
 - Residential survey design

Major accomplishments and milestones for the next reporting period:

- Presentation of key findings in UGR to Metro Council, MPAC, MTAC and TPAC
- 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
- Prepare preliminary draft housing needs analysis (i.e., “gap analysis”)
- Prepare preliminary draft employment needs analysis (i.e., “gap analysis”)
- 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

- Staff completed a contract amendment for delivery of ABM model platform.

Trip-Based Model

- Staff updated the model to reflect changes to transit fare policies and made refinements to school trips and park and ride utility expressions.
- Modeling staff applied the fully calibrated and validated Kate model for the RTP update.

Truck Model

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

Bike Routing Algorithm

- Metro staff updated the bicycle routing procedure to take advantage of modeling software enhancements and refined the attribute derivation process.

Innovative Solutions (ad hoc analysis)

- Modeling staff presented initial work on the Housing and Transportation cost calculator/viewer tool (H+T) prototype to planning and other agency staff.

Model Maintenance

Modeling Network Attributes

- Staff coordinated with RTC modelers to incorporate updated Clark County networks consistent with that agency's RTP.
- Staff flagged RTP-designated throughways for use in performance summaries.

Travel Demand Model Input Data

- Staff updated input speed assumptions to reflect speed limit reductions on Portland streets.

Travel Demand Model Computer Code

- Modeling staff updated 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).
- Staff attended the TRB Innovations in Travel Modeling conference.
- The TRB Planning Applications Committee selected Portland to host the 2019 Conference.

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 continue to 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.

Trip-Based Model

- Staff will integrate the Multi-Criterion Evaluation (MCE) Tool with Kate model.

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)

- 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).
- As Planning Applications Technical Chair, Metro staff will be organizing the Call for Papers as well as conference activities.

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: April 1 – June 30, 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:

The contract for this effort was extended.

Major accomplishments and milestones for the next reporting period:

Delivery of final model file set, completion of final report and contract close-out is expected in the coming months. Additional technical work (model refinement, model calibration/validation) will continue into next fiscal year.

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 PL \$292,376

PERIOD COVERED: April 1 – June 30, 2018

EXPENDED TO DATE: \$215,306

BALANCE: \$77,070

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 third quarter progress reports
- Coordination of monthly JPACT and TPAC meetings in April, May and June.
- Participation in April OMPOC meeting (in Grants Pass)
- Participation in April 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
- Adoption of 2018-19 UPWP, including coordination with Metro budget
- Completion of planning IGA with South Metro Area Transit (SMART)

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
- Participation in August OMPOC meeting (in Eugene)
- 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: April 1 – June 30, 2018

EXPENDED TO DATE: \$845,427

BALANCE: \$1,066,699

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:

- Draft Documented Categorical Exclusion Worksheet Submitted to FTA (June 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)
- Refinement of design (July 2018)
- Revised Documented Categorical Exclusion worksheet submitted to the FTA (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: April 1 – June 30, 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:

- Made revisions to draft DEIS at FTA direction
- Secured approval of DEIS from lead agencies (FTA, Metro, TriMet)
- Distributed DEIS to public and agencies, including newspaper ads and other notifications
- Presented the DEIS findings to the Community Advisory Committee and Steering Committee
- Began 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
- Began to collect and compile public and agency comments on the DEIS
- Began development of interagency MOUs on critical project elements as identified by project staff
- Continued to collaborate with project partners to support community vision

Major accomplishments and milestones for the next reporting period:

- Continue to 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 a public hearing for oral submission of comments on the DEIS
- Complete collection and compilation of public and agency comments on the DEIS
- Facilitate Community Advisory Committee recommendation to the Steering Committee on the LRT Preferred Alternative
- Develop project partner staff recommendation to Steering Committee on the LRT Preferred Alternative
- Complete 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
- Attain Steering Committee recommendation to Metro Council on the LRT Preferred Alternative
- Facilitate resolutions on the Steering Committee recommendation by project partner jurisdictions and agencies
- Support Land Use Final Order preparation and submission process
- Initiate scoping and contracting work on Final Environmental Impact Statement and related federal environmental review efforts
- 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: April 1 – June 30, 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:

- Provided technical assistance to Willamette Falls River Walk team on how to proceed with future ABCA work
- Finalized Phase II work on the Sparrow site
- Attended Island Station Neighborhood meeting to discuss Sparrow Phase II findings
- Finalized Phase I for Clackamas County Housing Authority Hillside site in Milwaukie, OR
- Finalized a 1 page handout that focuses on property owners and real estate professionals
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Continued the process of identifying specific data sets for the creation of the INDEX Tool
 - Held one Project Oversight Committee (SPOC) meeting in May
 - Began compiling list of possible actions for inclusion in the final strategy document
 - Finalized grant agreements with all 6 Pilot Projects
 - Published new material on Storytelling series, with a focus on students/workers of SW Corridor
 - 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:
 - Assist Willamette Falls team with the creation of three separate ABCAs for the Phase I River Walk site
 - Begin Phase II sampling work on the Hillside site
 - Begin Area Wide Planning on the Park Avenue Station, in conjunction with an existing Metro 2040 Grant
 - Continue outreach to commercial/industrial real estate brokers to encourage participation in the program
 - Begin internal discussions on applying for a new EPA Assessment Grant in 2018
- Southwest Corridor Equitable Development Strategy (SWEDS):
 - Hold Project Oversight Committee (SPOC) meetings in July and September
 - Check-in with Pilot Project awardees regarding their projects
 - Continue to build INDEX Tool capabilities
 - Publish final Storytelling series, with a focus on businesses
 - Continue to engage in 1-on-1 meetings with SPOC members

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: April 1 – June 30, 2018

EXPENDED TO DATE: \$90,407

BALANCE: \$525,858

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)
 - DRAFT EVA Decision-Support Tool (COMPLETED JUNE 2018)

Major accomplishments and milestones for the next reporting period:

- Economic Value Atlas (FIRST QUARTER FY 2018-19)
 - 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: April 1 – June 30, 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:

- Held Project Steering Committee meeting #5 April 20 at Metro to develop understanding of six operations alternatives, incorporating feedback into the plan document.
- Held Project Steering Committee meeting #6 at Metro May 30 where we discussed goals for reporting back to agency Directors and also reviewed and commented on a draft executive summary to go into “next phase” meetings with agencies.
- Progress was made on the SEMP and the final report was drafted. One round of feedback from project managers was given on the final report; consultant and project manager saw new areas to incorporate in the SEMP before finalizing.

- Held “next phase” meetings with corridor partner agencies to discuss six (6) operations alternatives and support for continuing the effort with agencies identified to take the lead.

Major accomplishments and milestones for the next reporting period:

- Final SEMP
- Final report, concluding the ICM deployment planning.

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: **4th Quarter:** April 1 – June 30, 2018

EXPENDED TO DATE: \$548,190

BALANCE: \$844,878

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)*

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 (April 1 – June 30, 2018):

Third Task Force meeting was held, finalized bridge location scoring, and recommended preferred bridge location "Alignment W1". Clackamas Board of County Commissioners and Wilsonville City Council both passed resolutions identified "Alignment W1" as the preferred bridge location. A draft of the bridge location selection summary document has been completed.

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

Prepare draft of the bridge location selection summary based on FHWA and ODOT review. Obtain clearer understanding from ODOT and FHWA of EA work that can occur under the planning phase. Prepare draft navigational evaluation memo and bridge type evaluation memo. Hold first public open house for bridge type selection process.

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: **4th Quarter:** April 1, 2018 – June 30, 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 (April 1, 2018 – June 30, 2018):

ODOT submitted comments back to Hillsboro on the revised scope of work.
Hillsboro attorney returned revised IGA with ODOT comments to city staff.

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

Review and finalize scope of work.
Finalize IGA.

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 Trail: Tryon Cove Park Area
Federal: \$100,000
Local: \$11,445
Total: \$111,445

PERIOD COVERED: **4th Quarter:** April 1 – June 30, 2018

EXPENDED TO DATE: \$ 4,674

BALANCE: \$ 106,771

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 (April 1 – June 30, 2018):

- Consultant and project team have developed a work plan and public outreach schedule.
- Developed existing conditions
- Held first Project Advisory Committee (PAC) meeting
- Identified potential trail alternatives with PAC

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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

- Conduct public open house for input on the project
- Develop technical review of alternatives developed by project team, PAC and public outreach
- Solicit public feedback on the alternatives considered.

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: **4th Quarter:** April 1 – June 30, 2018

EXPENDED TO DATE: \$299,686

BALANCE: \$649,830

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

20%

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

2018

Description

Program/Project Summary:

This project will plan for and address safety and access issues resulting from competing demands on transportation infrastructure in Portland's Central City. The primary outcome of the project's Planning and Development phase will be a vetted, prioritized project list of active transportation investments including protected bike lanes, transit priority projects, and spot pedestrian safety improvements. Projects in the top tiers of this prioritized project list will be brought to 15% conceptual design. Further engineering and construction will follow in a succeeding phases of the project.

The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new Tilikum ped/bike/transit bridge and in general serving the South Waterfront. In conjunction with the new bridge, development of this trail segment is expected to yield significant increases in bicycle and pedestrian traffic volumes accessing downtown.

The Planning phase for the project in Key 19299 currently reflects a total of \$949,516 of which \$852,000 is federal Congestion Management Air Quality (CMAQ) improvement funds.

Summary Status

Milestones/deliverables for this reporting period (April 1, 2018 – June 30, 2018):

- Developed project goals and criteria
- Completed existing conditions analysis
- Drafted project design primer
- Developed draft pedestrian, bikeway and transit priority network maps
- Held two Technical Advisory Committee meetings

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

No update

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 31158

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Washington County

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

PERIOD COVERED: **4th Quarter:** April 1 – June 30, 2018

EXPENDED TO DATE: \$ 208,242.54

BALANCE: \$ 500,550.46

NOTE: The above "Expended to Date" reflects:

- \$ 8,017.03 ODOT staff costs reported to date (89.73% Fed + 10.27% Local Match) according to Local Government Investment Pool (LGIP) draw notices from ODOT
 - \$ 148,868.04 Consultant invoices paid by ODOT reported to date (89.73% Fed + 10.27% Local Match) according to LGIP draw notices from ODOT
 - \$ 51,357.47 County staff services costs 9/15/16 thru 6/30/18 (89.73% Fed + 10.27% Local Match). Does not include LGIP draw payments to ODOT
-

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

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

County staff NTP 9/15/16 (issued by ODOT)

Estimated project work complete:

90 %

ESTIMATED COMPLETION DATE:

Estimated revised completion date:

October 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 (April 1 – June 30, 2018):

4/1/18 – 5/7/18 Project staff and county review of concept design options

5/7/18 Project team draft working summary concept provided to Justin Shoemaker At ODOT Region 1 with reference to All Roads Transportation Safety (ARTS) Program Crash Reduction Factor Appendix (related to half signals use).

6/27/18 Justin provided ODOT email feedback to the County indicating that the above referenced Appendix had an incorrect reference to use of half signals. This feedback requires the project team to re-review project direction for the concept design.

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

Jul 2018 – Anticipated revised concept direction to be furnished by the County

Jul-Sep 2018 – Consultant final work on concept design development and County/ODOT review (6-9 weeks)

Oct 2018 – Consultant final delivery of concept design products (3 weeks)

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: City of Portland

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

PERIOD COVERED: **4th Quarter:** April 1 – June 30, 2018

EXPENDED TO DATE: \$ 246,598

BALANCE: \$ 56,534

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE: 75% (0 to 100%)

ESTIMATED COMPLETION DATE: October, 2018

Description

Program/Project Summary:

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

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

Summary Status

Milestones/deliverables for this reporting period (April 1 – June 30, 2018):

- Staff finalized 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 performed a first pass prioritization of the southwest planned project list to advance for public engagement.
- Staff has engaged the Stakeholder Working Group regarding Alternative Street Designs under consideration in Southwest Portland.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

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

- Coordination with BES regarding stormwater system needs and opportunities to identify projects appropriate for cross-bureau collaboration.
- Identification of a recommended project list, including planning level cost estimates and detailed project description and assumptions.
- Host a public open house event to share the top tier projects lists.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2017-18

AGENCIES: Clackamas County

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

PERIOD COVERED: **4th Quarter:** April 1 – June 30, 2018

EXPENDED TO DATE: \$54

BALANCE: \$224,445

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

4%

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 (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.

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

- Send out RFQ and perform a review of Qualification submittals (RFP to be advertised July 11 with proposals due August 7).
- Initiate negotiations with highest ranked consultant and enter into a contract upon completion of negotiations.
- Provide NTP to consultant for initiating feasibility study.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 18006

METRO IGA: 30391 (ODOT)

FISCAL YEAR: FY 2016-17

AGENCIES: Portland State University

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

PERIOD COVERED: **4th Quarter:** April 1 – June 30, 2018

EXPENDED TO DATE: \$164,535

BALANCE: \$58,355

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 (April 1 – June 30, 2018):

No update

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

No Update

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: **4th Quarter:** April 1 – June 30, 2018
\$ 16,760

EXPENDED TO DATE:

BALANCE: \$ 874,804

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 (April 1 – June 30, 2018):

ODOT and DEA negotiations are complete, and the contract documents are with OPO for the final review.

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

ODOT and THPRD anticipate the contract will be final by August. The planning phase will begin with survey, utilities, Geotech/ pavement services and alternative development.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: ODOT Key 21315

METRO IGA: N/A

STATE FISCAL YEAR: FY 2017-18, 4th Quarter

AGENCIES: ODOT

PROJECT: INNER POWELL BLVD COST TO UPGRADE STUDY

Federal: \$1,794,600

State: \$205,400

Local: \$0

Total: \$2,000,000

PERIOD COVERED: **4th Quarter:** April 1, 2018 – June 30, 2018

EXPENDED TO DATE: \$0

BALANCE: \$2,000,000

PROJECT MANAGER: **Scott Turnoy**, ODOT Senior Transportation Planner
Tel: 503-731-3038, Email: scott.turnoy@odot.state.or.us

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

0% (Pre-implementation)

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

December 2019

Description

The Inner Powell Cost to Upgrade Study is a requirement from the Oregon Legislature. HB 2017 requires ODOT to report the costs to upgrade and transfer Powell Blvd from SE 9th Ave. to I-205 to the City of Portland. The project will study the cost to upgrade this segment of Powell Boulevard to a state of good repair as determined by ODOT. The key tasks include:

- Review data from existing studies, plans and road safety audits.
- Create inventory of projects in the project area recently completed, currently underway or planned in the near-term.
- Identify upgrade concepts to further define the state of good repair standard to set parameters for repairs/improvements.
- Consider existing conditions of corridor elements and develop upgrade list to bring Inner Powell Boulevard into a state of good repair.
- Produce cost estimates for upgrades.
- Produce a reader-friendly report, with executive summary if needed, listing corridor upgrades and costs.

For the purposes of this study, ODOT assumes that the curb line of Powell Blvd is set in place and ODOT is primarily responsible for corridor elements from “curb-to-curb” (the roadway). However, certain corridor elements that span the curb line, such as signal structures or sidewalk ramps meeting Americans with Disabilities (ADA) standards, may also require consideration for upgrade as part of this study.

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

The corridor serves a variety of stakeholders, transportation modes and user groups including freight traffic, transit, pedestrians, bicyclists, regional and neighborhood automobile traffic, emergency response and others. The study will take into account the context of the corridor's multiple functions, street classifications and plan designations, while maintaining a primary focus on the upgrades and costs necessary to bring the corridor to a state of good repair prior to a jurisdictional transfer. (UPWP Regionally Significant Project – federal funded)

Summary Status (Current quarter progress and activities):

Milestones/deliverables for this reporting period (April 1 – June 30, 2018)

Planning scope of work completed with OTC approval to fund and implement the study occurring during their May 2018 meeting. MTIP and STIP amendment completed as part of the Metro May 2018 MTIP Formal Amendment bundle. Final approval from FHWA should occur by end of June 2018 with fund obligation and NTP to occur shortly thereafter.

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

Complete procurement process, including request for proposals, selection of consultant team, contract negotiation and execution. ODOT expects to provide consultant with NTP in September 2018.