



2018-2019 Unified Planning Work Program

Semi-Annual Report

July 1 - December 31, 2018

Major accomplishments and milestones for this reporting period:

- Complete and adopt the 2018 RTP.
- Complete and adopt final Regional Freight Strategy.
- Complete and adopt final Regional Transit Strategy.
- Complete and adopt final Regional Safety Strategy.
- Complete and adopt final Emerging Technology Strategy.
- Support adoption of the Southwest Corridor LPA.
- Complete an RTP Amendment for TriMet's Red Line Expansion Project. (2nd Quarter)
- Participated in the rulemaking advisory committee and formally comment on the Oregon Transportation Planning Rule amendments. Rulemaking is currently on "pause" and schedule to resume sometime in 2019.

Major accomplishments and milestones for the next reporting period:

- Complete the update to the Designing Livable Streets tools.
- Participate in the Transportation Planning Rule advisory committee when the project resumes in 2019.

MID-YEAR REPORT

GRANT: FY 2019 PL
FY 2019 Section 5303
FY 2017 Section 5303 Carryover
FY 2019 STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Regional Transportation Plan Update	BUDGET:	\$575,991
		PL	\$253,272
		FY 18 Section 5303	\$168,253
		STPBG	\$43,913
		FY 17 Section 5303	\$77,410
		Metro Match	\$33,143

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$263,441

BALANCE: \$312,550

NARRATIVE:

The Regional Transportation Plan (RTP) guides local and regional transportation planning, funding and implementation activities in the Portland metropolitan region for all forms of travel – motor vehicle, transit, biking and walking – and the movement of goods and freight. In addition to meeting federal and state requirements, the plan also addresses a broad range of regional planning objectives, including implementing the 2014 Climate Smart Strategy and the 2040 Growth Concept – the region’s long-range growth management strategy – to create healthy, equitable communities and a strong economy.

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

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

Major accomplishments and milestones for this reporting period:

- Maintained web pages at www.oregonmetro.gov/rtp to provide information on engagement opportunities and final adoption process.
- Agendas, memos and meeting materials to support updates to regional technical and policy advisory committees and adoption process.
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees.
- Held final 45-day public comment period on public review drafts of the 2018 Regional Transportation Plan, 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, 2018 Emerging Technology Strategy and 2018 Regional Transportation Safety Strategy for final 45-day public comment period from June 29 to Aug. 13. The comment period included three public hearings and consultation meetings with tribes and federal and state agencies.
- Prepared report documenting comments received during 45-day public comment period and consultation meetings and recommended changes to public review draft documents for consideration by Metro's regional advisory committees and the Metro Council.
- Prepared draft legislation, exhibits, including findings, for consideration by Metro's regional advisory committees and the Metro Council.
- JPACT and the Metro Council approved the 2018 Regional Transportation Plan, 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, 2018 Emerging Technology Strategy and 2018 Regional Transportation Safety Strategy on Oct. 18, 2018 and Dec. 6, 2018, respectively.
- Submitted notice of final decision (DLCD Form 2) to the Department of Land Conservation and Development Commission on Dec. 21, 2018.

Major accomplishments and milestones for the next reporting period:

- Prepare final documents, including appendices, for Metro decision record.
- Publish final documents on project website and submit to USDOT.
- Compile decision record consistent with Metro's retention schedule.

MID-YEAR REPORT

GRANT: FY 2019 PL
FY 2019 Section 5303
FY 2019 STPBG
FY 2017 STPBG Carryover

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Regional Transit Strategy	BUDGET:	\$99,189
		PL	\$16,230
		Section 5303	\$4,137
		STPBG	\$70,302
		Metro/Local Match	\$8,520

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$99,189

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. This strategy will also incorporate relevant service and infrastructure needs and priorities, strategies and actions from TriMet’s 2016 Coordinated Transportation Plan for Seniors and Persons with Disabilities.

Major accomplishments and milestones for this reporting period:

- Developed public review draft of the Regional Transit Strategy
- Coordinated transit efforts with partner agencies
- Responded to public and agency comments on the Regional Transit Strategy
- Revised Regional Transit Strategy based on public and agency comments
- Regional Transit Strategy was adopted by Metro Council by resolution in December 2018

Major accomplishments and milestones for the next reporting period:

- Finalize the Regional Transit Strategy
- Implementation of the Regional Transit Strategy

MID-YEAR REPORT

GRANT: FY 2019 PL
FY 2019 Section 5303
FY 2019 STPBG
FY 2017 STPBG - Carryover

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Transportation Improvement Program	BUDGET:	\$1,213,632
		PL	\$49,999
		Section 5303	\$369,158
		STPBG	\$674,970
		Metro Match	\$119,505

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$377,231

BALANCE: \$836,401

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. 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. Finally, the MTIP through its major four-year update provides a reconfirmation of implementing the region's transportation control measures (TCMs) for air quality, ensuring federal transportation funds are being programmed, obligated, and expended correctly and in a timely fashion to meet transportation obligations to reduce vehicle emissions.

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 five types:

1. Projects on the State Highway System
2. Projects on the regional arterial system
3. Major transit investments in the region
4. Separated active transportation projects on the regional network
5. 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 ODOT administered funding.
- The transportation project is locally funded, but requires any form of required federal approvals to be implemented.
- The transportation project helps the region meet its TCM requirements to reduce vehicle emissions.
- 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 quality and other federal requirements, demonstrates fiscal constraint over the MTIP's four-year period and informs the region on progress in implementation of the RTP. 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. 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, a confirmation of consistency with the region's long-range plan and that the region's 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.

Administrative amendments/modifications:

- Minor changes and funding adjustments that clearly do not impact fiscal constraint or RTP consistency.
- 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 consistency with the State Implementation Plan for air quality and implementation of its TCMs. 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 public-involvement efforts, consistent with Metro's public involvement plan.

Major accomplishments and milestones for this reporting period:

- Coordinated and assisted ODOT Region 1 Local Agency Liaisons (LAL) obligate Metro funded projects (CMAQ, STBG, and TA funding) resulting in a 87% obligation rate against FFY 2018 programmed projects (AUGUST–SEPTEMBER 2018)
- Key member assisting ODOT and the other MPO TMAs develop a statewide Obligation Targets program including the development of specific annual obligation target percentages, monitoring responsibilities, rewards, and penalties (JULY-DECEMBER 2018)
- Developed a project monitoring summary status for Metro funded CMAQ, STBG, and TA funded projects to maintain living updates on the current project status through the federal transportation project delivery process (AUGUST – DECEMBER 2018)
- Negotiated with ODOT and began receiving FHWA FMIS Obligation Modification Reports to maintain a current obligation history for Metro funded CMAQ, STBG, and TA projects reports
- Attended and coordinated with ODOT Region 1 LALs monthly project delivery review meetings to identify and resolve delivery issues to keep the project on schedule and on budget. (JULY-DECEMBER 2018)
- Continue to support and facilitate the state wide effort to develop and implement a statewide MTIP/Project delivery database for the MPOs and ODOT.
- Developed four ODOT specific Operations and Maintenance (O&M) revenue streams and project grouping buckets for the new 2018 RTP to account for O&M and non-capacity system investments to ensure ODOT O&M projects meet the required RTP consistency check prior to MTIP programming and/or amendment (JULY-DECEMBER 2018)
- Reviewed, Processed, and submitted 34 formal/full MTIP project amendments and 143 project Administrative Modifications to the MTIP (JULY-DECEMBER 2018)

Major accomplishments and milestones for the next reporting period:

- Development of a modified fiscal constraint table to be used in future MTIP amendments and Updates to ensure MTIP amendments do not violate fiscal constraint programming versus capacity rules which includes the ability to separate out prior year un-committed, un-programmed, and un-obligated (U3 identified funds), standard annual fund allocations and prior year programmed but not obligate carry-over funds for Metro CMAQ, STBG, and TA allocated funds. (JANUARY – JUNE 2019)
- Development of additional project monitoring tools and reports for quarterly updates planned for TPAC (JANUARY-JUNE 2019)
- Development of specific MTIP and RTP processes concerning meeting RTP consistency for submitted new projects into the MTIP (JANUARY-MARCH 2019)
- Continue support to the ODOT Region 1 LALs to help ensure Metro projects obligate their FFY 2019 project phases before the end of FFY 2019 and delivery of a practice annual obligation target goal of 80% or higher to prepare for eventual formal obligation target requirements. (JANUARY-JUNE 2019)
- Continued effort to develop and refine obligation target process, rules, reward, reports, exceptions, and penalties as the formal Statewide Obligation Targets program is phased into active status by FFY 2020. (JANUARY-JUNE 2019)
- Staff to attend various project delivery workshops and seminars (Right of Way Requirements, etc.) from ODOT and USDOT to better familiarize and understand the federal project delivery process, to help develop better Regional Flexible Fund Allocation (RFFA) project calls, and to assist in the development of project monitoring tools and processes (MARCH-JUNE 2019)
- Continued participation and efforts to develop and procure a statewide MTIP/STIP programming and project delivery database to expedite project delivery and monitor projects more efficiently. (JANUARY-JUNE 2019)

Amendment Activity

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

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1527	20303	CITY OF GRESHAM SAFETY PROJECT	70943	Administrative		ODOT	ODOT	MINOR SCOPE/COST DECREASE: Sub-project 111H (SE Stark at 223rd Ave) is removed from this project and will be done as part of a separate Gresham project resulting in a minor cost decrease to the project. The cost decrease equals 10.8% and is below the 20% threshold for 1 million or greater project costs.
1528	20703	US30: SANDY RIVER (TROUTDALE) BRIDGE	71007	Administrative		ODOT	ODOT	ADD ROW Phase to the project to enable the sidewalk to be completed
1529	19763	I-84: Graham Road Bridges	70858	Administrative		ODOT	ODOT	Name change for clarity. No scope change occurring
1530	19690	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	70847	Administrative		ODOT	ODOT	MINOR COST INCREASE: Adding \$855k of local funds to the construction phase to address added and required utility work for the project
1531	19721	I-205: OR224 (Sunrise Expressway) - Sunnybrook Blvd	70844	Formal	18-4887	ODOT	ODOT	ADD CONSTRUCTION PHASE FUNDING: This formal amendment adds \$6 million dollars to the construction phase in 2018 allowing the funds to be obligated before the end of FFY 2018. The amendment also brings the project from the prior obligated portion of the MTIP back to the active 2018 MTIP
1532	18760	I-5: N Denver Ave NB Tunnel Illumination	70759	Formal	18-4897	ODOT	ODOT	Construction phase funding of \$246,000 is being removed from the project. Prior obligated \$75k is left in the PE phase. The \$246k of funding will be transferred to the I-5 Marquam Bridge Lighting Project in Key 19652.
1533	18761	OR217: SW Allen Blvd & SW Denny Rd Intrchgs	70760	Formal	18-4897	ODOT	ODOT	TRANSFER FUNDING: \$181k is removed from this project and re-programmed to Key 19652
1534	20450	I-5 AT I-205 INTERCHANGE	70995	Formal	18-4897	ODOT	ODOT	Upon a review of the project current funding is insufficient for the required illumination tower upgrades. ODOT has determined that lighting on the Marquam bridge is a higher priority so funds are to be re-allocated. All funds are being transferred to Key 19652. Key 20450 is canceled as a result.
1535	20475	I-205 AT OR43	71003	Formal	18-4897	ODOT	ODOT	Funds are being transferred to Key 19652. As a result of the insufficient funding for 20475 ODOT is canceling the project for the time being.
1536	19652	I-5: MARQUAM BR ELECTRIC AND LIGHTING SYSTEM REPLACE	70833	Formal	18-4897	ODOT	ODOT	Through this amendment funding from project Keys 18760 18761 20450 and 20475 is transferred and combined into Key 19652. The added funding supports lighting requirements for the I-5 Marquam Bridge
1537	18769	OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park	70801	Formal	18-4897	ODOT	ODOT	COST INCREASE to address construction phase higher than anticipated bids
1538	20413	US30BY (LOMBARD): N Fiske Ave - N Wilbur Ave	70969	Formal	18-4897	ODOT	ODOT	During initial design of this project funding shortfalls were identified primarily attributed to Americans with Disabilities Act (ADA) requirements and the number of signal upgrades identified within the project extent. This amendment adds funding to address the shortfalls
1539	20415	US30BY (LOMBARD) AT FENWICK	70971	Formal	18-4897	Portland	Portland	ADD NEW PROJECT: The amendment completes the federal fund transfer to Key 20413 and now re-scopes it as a locally funded project that Portland will complete

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1540	18814	Connected Cully	70771	Formal	18-4897	ODOT	ODOT	SCOPE CHANGE: Budgetary restrictions required removal of 4 of 6 existing scope elements. Portland will complete the removed elements as a locally funded project per the condition with ODOT to complete this scope change
1541	21340	Cully Neighborhood Bike & Pedestrian Connections (Portland)	71057	Formal	18-4897	Portland	ODOT	ADD NEW PROJECT: Adding Portland's locally funded project to complete the removed scope segments from Key 18814 per agreement with ODOT
1542	19723	HSIP City of Portland Bikeped	70840	Formal	18-4897	Portland	Portland	SCOPE CHANGE/COST INCREASE: The original proposed scope of work exceeded available funding. Various site locations are being removed from the project scope which allows the remaining sites to receive safety upgrades as needed and keeps the project still within budget with the additional funds Portland committed to the project.
1543	17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	70005	Formal	18-4897	Portland	Portland	Portland removed multiple original scope elements from the project and requested a scope change to keep the project within budget limits.
1544	19292	Regional Travel Options (2018)	70672	Formal	18-4897	Metro	Metro	SPLIT FUNDING: Key 19292 represents Metro FY 2018 RFFA Step 1 STP allocation in support of RTO activities. This amendment splits \$583,932 of STP and commits it to TriMet and \$81,306 of STP for SMART for FY 2018 RTO activities
1545	21343	SMART Regional Travel Options Program (FY 2018)	71058	Formal	18-4897	Metro	Metro	ADDING A NEW SPLIT FUNDED PROJECT from Key 19292 for SMART to complete RTO activities during 2018
1546	21344	TriMet Regional Travel Options Program (FY 2018)	71059	Formal	18-4897	TriMet	Metro	ADDING A NEW SPLIT FUNDED PROJECT from Key 19292 for TriMet to complete RTO activities during 2018
1547	19749	Beef Bend Culvert Replacement	70848	Formal	18-4897	Washington County	Washington County	COST INCREASE/PHASE SLIP: Additional environmental mitigation requirements are impacting the project. The construction phase increases by \$556,000 and is being slipped to 2019 (with FHWA approval) through this amendment
1548	19786	I-205: I-5 TO OR213 Phase 1	70859	Administrative		ODOT	ODOT	FUND TYPE CODE SWAP: The ADVCON placeholder in the PE phase is updated with the actual planned obligation fund type code of 100% state HB2001/JTA
1549	19297	East Portland Access to Employment and Education	70675	Administrative		Portland	Portland	COST INCREASE: Shifting federal STP from ROW to construction phase and replacing ROW with local funds of \$630k to address significant ROW phase needs not identified initially as part of the project
1550	21157	I-205 Johnson Creek-Glen Jackson Phase 2	71030	Administrative		ODOT	ODOT	ADD ROW PHASE: \$100k is pulled from PE and committed to ROW. No change in overall project cost
1551	20435	OR99W: I-5 - MCDONALD ST	70988	Administrative		ODOT	ODOT	COMBINED PROJECT: Key 20437 and funding is being combined into this project
1552	20437	OR99W: I-5 - MCDONALD BIKE PED INFILL	70990	Administrative		ODOT	ODOT	COMBINED/CANCELED PROJECT: Project scoping and funding is committed to Key 20435 (also this amendment bundle).
1553	21271	Portland Metro Planning SFY19	71053	Formal	18-4901	Metro	Metro	ADD FUNDING: This amendment adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project
1554	18839	OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	70780	Formal	18-4901	TriMet	TriMet	LIMITS/SCOPE CHANGE: Various site locations have been reviewed dropped and/or added along with an adjustment in limits. A small UR also is being added through this amendment
1555	18794	OR8: SW Murray Blvd - SW 110th Ave (Beaverton)	70766	Formal	18-4901	ODOT	ODOT	SCOPE CHANGE: The amendment reflects changes due to a scope change to the project reducing site locations from 23 to 9 and adding ADA compliance requirements

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1556	19786	I-205: I-5 TO OR213 Phase 1	70859	Formal	18-4901	ODOT	ODOT	ADDING PARTIAL ROW FUNDING: Adding \$1.4 million of HB2001 for the ROW phase in 2018. Also converted the \$14 million of PE to HB2001 from ADVCON per OTC action
1557	21179	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	71034	Administrative		ODOT	ODOT	ADD PHASE FUNDING: The mod adds \$2,000,000 of approved funding in the ROW phase to support pre-ROW phase acquisition activities in support of the future construction of the sound walls
1558	19120	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	70799	Administrative		ODOT	ODOT	COST INCREASE: The Admin Mod adds \$680,388 to the ROW Phase to address a phase funding shortfall. Increase = 19.4% and is less than the 20% threshold
1559	20399	Curve Warning and Conflict Markings (Washington Co.)	70965	Administrative		Washington County	Ken Lobeck	PHASE FUND SWAP: Maintenance project with no design involved. All funding supports construction phase scope implementation. PE funding shifted to Construction phase. Lateral shift no cost change
1560	19786	I-205: I-5 TO OR213 Phase 1	70859	Administrative		ODOT	ODOT	SHIFT PHASE FUNDING: This Admin Mod shifts \$1.1 million of 100% State HB2001/JTA from the PE phase to ROW. ROW increases from \$1.4 million to \$2.5 million as a result
1561	21284	Burnside St: Burnside (Willamette River) Bridge East Approach	71052	Administrative		Multnomah County	Multnomah County	COMBINED PROJECT: Project funding (NHPP) (from MTIP programming(ADVCON in STIP) combined into Key 18383. As a result Key 21284 is canceled
1562	19651	I-5: Interstate BR (NB) Trunion Shaft Replacement	70832	Administrative		ODOT	ODOT	ADVANCE PHASE: The Admin Mod advances the construction phase from 2019 to 2018 to enable the construction phase to obligate
1563	18791	OR8 at OR219 and SE 44th - SE 45th Ave (Hillsboro)	70764	Administrative		ODOT	ODOT	Adding \$50k from Key 18780 Region 1 Paving to add paving to the project. Cost change = a 1.9% cost change to the project
1564	17516	I-5: Interstate Bridge - Hassalo St	70445	Administrative		ODOT	ODOT	CANCEL PHASE: THE Admin Mod cancels the Other phase as not required to be part of the project
1565	20847	Low - No Emission Bus Program (FFY18 Award)	70933	Administrative		TriMet	TriMet	COST INCREASE: Project is being updated with the final FTA award to TriMet
1566	19279	Sandy Blvd: NE 181st Ave to E Gresham City Limit	70684	Administrative		Gresham	ODOT	ADD PHASE: A small Utility Relocation phase is added to the project through savings from the ROW phase. Construction phase is increased slightly. Overall no change to the total project cost.
1567	20703	US30: SANDY RIVER (TROUTDALE) BRIDGE	71007	Administrative		ODOT	ODOT	PHASE SLIP: ROW phases requires an additional file. Due to this the phase could not obligate at the end of FFY 2018 as planned. Slip ROW phase to 2019
1568	21193	I-205 I-84 - Holgate Blvd	71032	Administrative		ODOT	ODOT	COMBINED PROJECT: Construction phase and funding is de-programmed and combined into Key 21157. Remaining programming balance for 21193 is \$0.
1569	21157	I-205 Johnson Creek-Glen Jackson Phase 2	71030	Administrative		ODOT	ODOT	COMBINED PROJECT: Key 21157 assimilates Key 21193 and its \$5 million for the construction phase. \$1.75 million also added to the project from Region 1 Enhance program. Net cost change 5.7%
1570	19071	I-5 Rose Quarter Improvement Project	70784	Administrative		ODOT	ODOT	FUNDING ADDITION: \$200,000 of OTC approved funding is being added to the PE phase
1571	19690	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	70847	Administrative		ODOT	ODOT	FUND ADJUSTMENTS: A tree cutting scope element planned to be programmed in the Other phase has to be added to the Construction phase as the Other phase is already committed to UR requirements. Minor corrections to fungi in other phase also completed. No change in total project cost

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1572	20413	US30BY (LOMBARD): N Fiske Ave - N Wilbur Ave	70969	Administrative		ODOT	ODOT	Increase the Preliminary Engineering phase estimate by \$75,000 & the Construction phase estimate by \$100,000 adding funds from the City of Portland. Update project description adding pedestrian studies & construction of a truck apron to project scope
1573	18841	OR217 Southbound: OR10 to OR99W	70782	Formal	18-4909	Select agency	ODOT	ADD PHASE FUNDING: The formal amendment adds full project programming to allow the implementation phases to move forward.
1574	19300	North Rivergate Freight Project	70678	Formal	18-4909	Portland	Portland	COST INCREASE: UR and ROW phases are tweaked with about \$4 million added to the construction phase to address the 60% cost update and latest construction phase estimate
1575	18807	OR99W: SW Royalty Parkway - SW Durham Rd (King City)	70769	Formal	18-4912	King City	ODOT	COST INCREASE: Construction bids came in higher than anticipated requiring additional local funds to be added to the construction phase enabling the construction phase to be obligated. The ROW phase was deemed not required
1576	19651	I-5: Interstate BR (NB) Trunnion Shaft Replacement	70832	Formal	18-4912	ODOT	ODOT	COST INCREASE: Cost increase to the construction phase based on final updated cost estimates to obligate the Construction phase. Cost increase occurred to the STIP project but the 2018 MTIP was already in lockdown preventing the update to occur then. The amendment action ensures the MTIP and STIP now match.
1577	19533	I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)	70836	Formal	18-4912	ODOT	ODOT	COMBINING PROJECTS: The scope and funding for Key 20482 is being combined into Key 19533 with a scope adjustment to include Bridge #09268E
1578	20482	I-405 NB TO US26 WB OVER I-405 CONNECTION BRIDGE	70974	Formal	18-4912	ODOT	ODOT	COMBINING PROJECTS: PE and Construction phase funding and scope elements are being combined into Key 19533 (this amendment).
1579	19722	HSIP 2016 Signalized Improvements (Portland)	70843	Formal	18-4912	Portland	Portland	COST DECREASE/SCOPE MODIFICATION: Scope adjustments to remove planned larger signal heads results in a decreased project cost.
1580	19723	HSIP City of Portland Bikeped	70840	Formal	18-4912	Portland	Portland	COST INCREASE: Included project sites are being adjusted resulting in fewer but added improvements for the remaining approved sites resulting in the cost increase.
1581	14409	Marine Dr. Path: NE 112th Ave-NE 185th Ave	70063	Formal	18-4912	Portland	Portland	COST INCREASE: The engineer estimate was old and final bids came in much higher than expected. The Army Corps of Engineers also required an added retaining wall as part of the scope of work
1582	21407	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	71060	Formal	18-4912	Portland	Portland	The sidewalk infill projects within this min project grouping serve as an approved replacement for Key 19298 which is being canceled (this amendment) due to conflicts with the proposed SW Corridor Max Line expansion
1583	19298	OR 99W: SW 26th Ave-SW 19th (Portland)	70676	Formal	18-4909	Portland	Portland	CANCEL PROJECT: Canceling project from the MTIP. This project is replace by the new OR99W/Barbur Blvd Area: Sidewalk Infill Projects project grouping bucket and is being added as part of this amendment bundle
1584	21362	TriMet Mass Transit Vehicle Replacement (5307)	71061	Formal	18-4912	TriMet	TriMet	ADD NEW PROJECT: The amendment adds this new discretionary grant award for TriMet to procure 2 replacement mass transit vehicles
1585	19355	OR212: Rock Creek at Richey Rd	70807	Administrative		ODOT	ODOT	COMBINED PROJECT: Construction phase funding of \$5,334,287 is transferred to Key 18772 to leverage paving construction scope of work activities among multiple projects on OR212
1586	19356	OR212: UPRR Structure - Rock Creek	70808	Administrative		ODOT	ODOT	COMBINED PROJECT: Construction phase funding of \$4,261,282 is transferred to Key 18772 to leverage paving construction scope of work activities among multiple projects on OR212

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1587	18772	OR212: SE Richey Rd - US26	70761	Administrative		ODOT	ODOT	COMBINING PROJECTS: This Admin Mod combines \$9,595,569 from Keys 19355 and 19356 (this Admin Mod) into Key 18772 for a single construction phase paving project
1588	19334	FY18 Bus & Rail Preventive Maint (5307)	70737	Administrative		TriMet	TriMet	ADDED FUNDING: Per FTA approved UZA formal fund split among CTRAN TriMet and SMART the project is slipped into 2019 and updated with the revised approved funding
1589	18021	East Portland Active Transportation to Transit	70481	Formal	18-4993	Portland	Portland	The amendment adds a \$1k of local funds in support of a needed Utility Relocation phase for the project and \$1.2 million local funds supporting an increase to the construction phase from added ADA requirements
1590	23171	I-5 and I-205: Portland Metropolitan Value Pricing Program	71062	Formal	18-4933	ODOT	ODOT	ADD NEW PROJECT: OTC approved planning study to evaluate value pricing options and issues along I-5 and I-205. This is a regionally significant UPWP study and is being added to the MTIP
1591	19786	I-205: I-5 TO OR213 Phase 1	70859	Formal	18-4933	ODOT	ODOT	ADDED FUNDING: \$17.1 million of new funding in support of PE activities is being added to the project through this amendment
1592	20488	NORTH DAKOTA STREET: FANNO CREEK BRIDGE	70979	Formal	18-4933	Tigard	Tigard	A change in delivery approach ADA requirements and addressing rail crossing requirements increases the project cost estimate by \$908k.
1593	20784	Vision Around the Mountain Planning Study	71063	Formal	18-4933	Other	Western Fed Lands HWY Division	ADD NEW PROJECT
1594	17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	70005	Administrative		Portland	Portland	COST DECREASE: The Local Other (overmatching) funds are reduced based on the final construction phase obligation. This is a technical correction to the project
1595	20301	US26 RAMP IMPROVEMENTS	70942	Administrative		ODOT	ODOT	COMBINED PROJECT: Scope and funding are being transferred to and combined into Key 20300 for improved economies of scale
1596	20300	US26: OR217 - CORNELL RD	70941	Administrative		ODOT	ODOT	COMBINED PROJECT: Scope and funding are being transferred to and combined into Key 20300 for improved economies of scale
1597	20399	Curve Warning and Conflict Markings (Washington Co.)	70965	Administrative		Washington County	Washington County	FUND SWAP: Washington County is swapping their federal HSIP funds for ODOT state funds under the State Funded Local Project (SFLP) program
1598	20813	NE Halsey Street Bike/Ped/Transit Improvements	70880	Administrative		Portland	Portland	ADD UR PHASE: \$50k of STP and match is shifted from the PE phase to add a new Other/UR phase for the project. TDM funding remains in the Other phase as well. No change in total project cost.
1599	19690	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	70847	Administrative		ODOT	ODOT	MINOR LIMITS CHANGE: Limits are expanded by a total of 0.09 miles from 7.21-7.90 to be 7.16 - 7.95. Minor fund swaps also occurring which are less than 1% of total.
1600	18807	OR99W: SW Royalty Parkway - SW Durham Rd (King City)	70769	Other		ODOT	Gabriela Garcia	Per email from Gabi CN bid came in lower than anticipated so the Formal amendment became obsolete. I couldn't just delete the amendment because in that amendment ODOT removed the RW phase and that is still cancelled so I just adjusted the CN back to where it was before the amendment
1601	19289	Transportation System Management & Operations (TSMO) Program 2018	70671	Formal	18-4943	Metro	Metro	SPLIT PROJECT: The new 2020 TSMO Strategy planning effort is being split off from Key 19289 as a stand-alone project in the MTIP and STIP (see next project). Funding reductions are being made to Key 19287

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1602	21411	2020 TSMO Strategy Planning Update	71064	Formal	18-4943	Metro	Metro	ADD NEW SPLIT PROJECT: Scope and budget are sufficiently developed now to add this approved project in the TSMO project grouping bucket to the MTIP as a stand-alone project
1603	19283	Regional MPO Planning (2018)	70669	Formal	18-4943	Metro	Metro	CANCELED PROJECT: Project is a duplicate to Key 21271 and is being removed to avoid programming duplication
1604	19786	I-205: I-5 TO OR213 Phase 1	70859	Formal	18-4973	ODOT	ODOT	LIMITS CHANGE/SPLIT PROJECT: Project limits are expanded and the first of three planned construction phase components (ATMS - Package C) is split off Key 19786 as a new separate project in Key 21400 (next project)
1605	21400	I-205: I-5 - OR213 Phase 3	71065	Formal	18-4943	ODOT	ODOT	New Project: Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information roadway conditions and advisory speed limits. The design of this project is funded under STIP key 19786
1606	19918	Region 1: Bridge Screening and Rail Retrofit	70867	Formal	18-4943	ODOT	ODOT	COMBINED PROJECT: Key 21019 is being combined into Key 19918 allowing better fund leveraging and to produce a single construction contract. Additional Bridges (scope mod) occurs as a result
1607	21019	Region 1 Bridge Screening Project	71023	Formal	18-4943	ODOT	ODOT	COMBINING Key 21019 into 19918
1608	20824	Community Job Connectors (2019)	70911	Formal	18-4943	TriMet	TriMet	COMBINED/CANCELED PROJECT: HB2017 funds have approved to fund the job connector projects. As a result the federal 5307 funds are being re-combined back into their original project
1609	20821	TriMet Bus and Rail Preventive Maintenance (2019)	70908	Formal	18-4943	TriMet	TriMet	COMBINED: Funding from Key 20824 (Job Connectors) is being returned to its parent project as HB2017 will now be funding the Job Connectors projects
1610	20825	Community Job Connectors (2020)	70912	Formal	18-4943	TriMet	TriMet	COMBINED/CANCELED PROJECT: HB2017 funds have approved to fund the job connector projects. As a result the federal 5307 funds are being re-combined back into their original project in Key 20822
1611	20822	TriMet Bus and Rail Preventive Maintenance (2020)	70909	Formal	18-4943	TriMet	TriMet	COMBINED: Funding from Key 20824 (Job Connectors) is being returned to its parent project as HB2017 will now be funding the Job Connectors projects
1612	20826	Community Job Connectors (2021)	70913	Formal	18-4943	TriMet	TriMet	COMBINED/CANCELED PROJECT: HB2017 funds have approved to fund the job connector projects. As a result the federal 5307 funds are being re-combined back into their original project in Key 20822
1613	20823	TriMet Bus and Rail Preventive Maintenance (2021)	70910	Formal	18-4943	TriMet	TriMet	COMBINED: Funding from Key 20826 (Job Connectors) is being returned to its parent project as HB2017 will now be funding the Job Connectors projects
1614	18316	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	70653	Formal	18-4943	Portland	ODOT	SCOPE & LEAD AGENCY CHANGE: Portland will take over this project which intends to install CCTVs and fiber
1615	18838	OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)	70779	Administrative		TriMet	ODOT	FUND SHIFT AND SWAP: \$181,272 de-obligated and shifted to construction phase. Fund type codes corrected for actual obligations in PE and ROW. Virtually no project cost change as a result

MID-YEAR REPORT

GRANT: FY 2019 PL

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION: **Air Quality Program** BUDGET: **\$43,674**
PL \$43,674

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$4,141

BALANCE: \$39,532

NARRATIVE:

The Air Quality Program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as 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.

As part of state and federal commitments, the Air Quality Program ensures the region's MPO activities are carrying out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and approved by the U.S. Environmental Protection Agency (EPA). The following activities comprise of the Portland area SIPs:

- Monitor air pollution levels for criteria air pollutants, particularly ozone because of the region's history, and proactively work to address increasing ozone pollutions levels to prevent a non-attainment designation
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as identified in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Work collaboratively with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation programs

Because the Portland metropolitan region has successfully completed two consecutive 10-year maintenance plans after receiving an attainment designation from U.S. EPA as required by the Clean Air Act, the region is no longer required to conduct Air Quality Conformity Determinations (AQCDs) specifically for carbon monoxide to assess the air quality impacts of MPO activities and determine if transportation investments are conducive to the area meeting federal and state air quality standards.

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:

- In conjunction with DEQ staff, conducted the air quality in review presentation at TPAC (December 2018)
- Conducted vehicle miles traveled analysis to ensure compliance with State Implementation Plan (SIP) contingency measures (December 2018)
- Continue to monitor implementation of identified Transportation Control Measures (ONGOING)
- Participated in U.S. EPA Region 10 transportation conformity quarterly calls (Summer and Autumn 2018)

Major accomplishments and milestones for the next reporting period:

- Continue to monitor implementation of identified Transportation Control Measures (ONGOING)
- Continue to participate in U.S. EPA Region 10 transportation conformity quarterly calls (ONGOING)
- Continue to participate in ODOT annual transportation conformity meeting. (ONGOING)

MID-YEAR REPORT

GRANT: FY 2019 PL

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION: **Civil Rights and Environmental Justice** **BUDGET:** **\$156,544**
PL \$156,544

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$74,608

BALANCE: \$81,936

NARRATIVE:

Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; 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:

- LEP Plan implementation: completed all tasks identified in the LEP Plan through December 2018, which – for this fiscal year – consists primarily of monitoring, assessing and improving internal processes for the program through efforts to engage English language learners. (Ongoing)
- Finalized the agency's Public Participation Plan for Transportation Planning (currently part of the Public Engagement Guide), highlighting engagement practices that ensure inclusion of historically marginalized communities.
- Continued to coordinate with implementation of the Metro Equity Strategy.
- Implemented the Transportation Equity Analysis on the draft 2018 Regional Transportation Plan project lists to help inform engagement of equity stakeholders and decision-makers to improve equity outcomes for the final project list.
- For the Southwest Corridor Plan, continued 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 and preferred alignment decision to understand and report potential effects on communities.
- Continued to partner with the cities of Portland and Tigard to convene an equity and housing workgroup to assist in the identification of actionable strategies to preserve and create more housing choices in the Southwest Corridor.
- Updated the Limited English Proficiency Factor One (of the Department of Justice Four Factor Analysis) data and analysis for a 2018-19 Limited English Proficiency Plan and Implementation Plan update.

Major accomplishments and milestones for the next reporting period:

- Submit a Title VI Compliance Report covering 12 months of activity through June 30,

2018 to the Oregon Department of Transportation.

- Update staff language resource list to provide in-house translation services as needed for multiple languages.
- LEP Plan implementation: complete all tasks identified in the LEP Plan through June 2019, which – for this fiscal year – consists primarily of monitoring, assessing and improving internal processes for the program through efforts to engage English language learners.
- Planning and Development departmental equity plan: complete tasks identified in the equity plan through June 2019.
- Research available datasets for mapping populations of people with disabilities.
- Research spatial demographic trends for communities of color and communities with low income compared to 2010 decennial census to inform next MTIP cycle.
- English language learner and communities with low income analysis at the local jurisdictional (municipal) level to provide to those jurisdictions without capacity for their own analysis.

MID-YEAR REPORT

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: July 1 – December 31, 2018

NARRATIVE:

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

Major accomplishments and milestones for this reporting period:

- Convened the annual community summit, seeking input from the public to help shape public involvement processes; this year's focus was on improving partnerships with community based organizations to improve engagement in project development and decision-making.
- Continued outreach and public comment opportunities the 2018 Regional Transportation Plan update through the final decision in December.
- Conducted public comment opportunities for amendments to the Metropolitan Transportation Improvement Program.
- For the Southwest Corridor Plan, continued engagement plan implementation through the light rail DEIS comment period and preferred alignment decision.
- Finalized the agency's Public Participation Plan for Transportation Planning (currently part of the Public Engagement Guide).

Major accomplishments and milestones for the next reporting period:

- Produce the annual public involvement report for Metro, reviewing and evaluating public involvement processes across the agency.
- Produce Regional Snapshots on jobs, focusing on participation of people of color in trade industries.
- Produce Regional Snapshot on transportation, focus to be determined.
- Conduct public comment opportunities for amendments to the Metropolitan Transportation Improvement Program.
- Develop engagement plans for the Mobility Policy update, Columbia Connections investment area project, Emergency Routes project and Downtown Connections (options for Willamette River crossings for the MAX light rail).

MID-YEAR REPORT

GRANT: FY 2019 TSMO STPBG
FY 2019 STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management & Operations – Regional Mobility	BUDGET	\$86,915
		TSMO STPBG	\$69,010
		STPBG	\$8,979
		Metro/Local Match	\$8,926

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$49,686

BALANCE: \$37,229

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). Many CMP activities related to performance measurement and monitoring are covered as part of the Regional Mobility Program. The TSMO Program works in collaboration with ODOT Region 1 Planning for Operations (see separate entry in UPWP).

Major accomplishments and milestones for this reporting period:

- Manage projects funded with FY2016-2018 MTIP to advance priority projects as identified in the 2010-2020 Regional TSMO Plan (ONGOING)
 - Scoped 2020 TSMO Strategy update, continued PSU PORTAL, solicited consultant for Central Signal System update
- Conduct project selection process for FY 2018-2021 MTIP TSMO Program funds.
 - Scheduled milestones in TransPort’s work plan; held early internal discussions of process and selection criteria.
- Provide strategic and collaborative program management including coordination of activities for TransPort, ODOT Region 1 Planning for Operations (see separate UPWP entry), PORTAL Technical Advisory Committee, ITS Architecture, ITS Network Management Team, Traffic Incident Management (TIM) Coalition, Central Signal System Users Group, Cooperative Telecommunications Infrastructure Committee and other regional TSMO-related forums. (ONGOING)
 - Managed TransPort Subcommittee of TPAC meetings with Chair and Vice Chair,

- holding meetings in August, September, October and December (on 2nd Wednesdays of the month at ODOT Region 1).
 - Prepared TransPort Chair to present on TransPort activities and topics for planners at TPAC in July and November.
 - Drafted TransPort Bylaws and met internally and with TransPort members late October to get feedback on a draft.
 - Coordinated and participated in CTIC and ITS-NMT meetings held September 19 at Portland Bureau of Emergency Management.
 - Coordinated and participated in a CTIC meeting November 14 at ODOT Region 1. Discussed data communications projects in the context of public-private partnerships and new wireless 5G requests.
- Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities including signal controller software enhancements. (ONGOING)
 - Partner agencies continue to expand each of these through TSMO and other ITS projects, partnering with PSU PORTAL to archive and share data. Newly installed ODOT Real-Time traveler signage was put into service on I-84 in September, reducing travelers anxiety and sharing advisory speed limits to safely slow cars on the freeway before they arrive at stuck traffic.
- Participate in the regional project led by City of Portland to upgrade or replace the Regional Central Signal System and form partnerships as well as next generation Transit Signal Systems. (ONGOING)
 - City of Portland conducted the procurement and negotiated with the contractor through Fall 2018. The first project user/stakeholder meeting is scheduled for late January 2019.
- Identify and pursue opportunities to implement the Emerging Technology Strategy, which includes policies to develop new regional data sources and management systems in preparation for automated and connected vehicles, through the TSMO program.
 - Metro's PILOT grant program received letters of interest and a few submitted had connections to TSMO. Full applications are due Feb. 2019.
 - Metro staff participated in Oregon's Automated Vehicle Task Force to help set policy for deployment.
- Continue TSMO Strategy Update by exploring topics including equity, safety, resiliency, connected vehicles, automated vehicles, vehicle-to-X communications, transit signal priority, freight signal priority, mobility as a service/mobility on demand (e.g., public-private partnerships), performance measures, big data analytics and asset management (For more info, see separate UPWP entry on TSMO Strategy update).
 - (see separate UPWP entry)
- I-84 Multimodal Integrated Corridor Management (ICM) Deployment Plan (See separate UPWP entry)
 - (see separate UPWP entry)
- Support TSMO related elements of the Congestion Management Process (ONGOING)
 - Discussed CMP needs and used them to shape the PORTAL 2019 scope.

Major accomplishments and milestones for the next reporting period:

- Complete first tasks for TSMO-funded project on Central Signal System update, led by City of Portland on behalf of all regional partners with traffic signals.
- Continuing to partner with TriMet on Next Generation Transit Signal Priority in coordination with Enhanced Transit Corridors.
- Participating with the City of Portland's ITS Plan update.

- Solicit 2018-2021 TSMO Projects
- Complete the update of TransPort Bylaws
- Hold an election at TransPort for their Vice Chair (1 year term, no term limits)
- Begin developing TSMO funded planning project to be led by Clackamas County for Multimodal Integrated Corridor Management (ICM), developing a scope with partners and likely requiring an amendment of the 2019 UPWP.

MID-YEAR REPORT

GRANT: RTO STBG
ODOT STBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management & Operations – Regional Travel Options (RTO)	BUDGET	\$3,105,700
		RTO STBG	\$2,802,835
		ODOT STBG	\$172,219
		Metro Match	\$130,646

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$317,880

BALANCE: \$2,787,820

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 partners’ education and outreach activities including a marketing plan, calendar and shared marketing materials. (ONGOING)**
 - No activity this period.
- **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)**
 - Sponsorships were awarded to the Oregon Zoo, Wilsonville SMART, and Cesar Chavez PTA.
- **Distribute the Bike There! map through area retail outlets, distribute free copies of the flatmap to employment sites to encourage and assist employees in finding their route to work. (ONGOING)**
 - The Bike There paper map has now been retired, the rest of the year work will focus on updating regional bike data into the Bike There online platform (ONGOING)
- **Manage and support Drive Less Connect ride matching database. (ONGOING)**
 - The Regional Network totals 18,476 registrants, with 1,881 active. Metro, ODOT, SMART and TriMet, along with representatives of Enterprise Rideshare continue to discuss how to restart a vanpool program in the region.

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)
 - Meetings with TriMet and DEQ occurred throughout the period to discuss progress on marketing projects, staff changes, ECO data updates, and potential for modernizing the survey instrument.
- **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.**
 - In December, Metro's Emerging Technology staff hosted TriMet to present the beta Trip Planner created through the MOD opportunity to regional emerging technology leads.
- **Coordinate with City of Vancouver and C-TRAN on bi-state commute programs.** (ONGOING)
 - No activity this period.
- **Implement and manage FY 17-19 Regional Travel Options grants and past grants that are still active.** (ONGOING)
- **Based on policy direction from the 2018 RTO Strategy, update and modify RTO funding allocation process, criteria, methodology.**
 - Developed an updated grant funding structure that aligns with the vision, goals and objectives of the 2018 RTO Strategy. Six new funding categories were created with the aim of improving program performance and expanding the program's ability to reach more residents, particularly communities of color and other historically underserved communities. **This work is now complete.**
- **Begin preparations for 19-21 RTO funding allocation process.**
 - The grant application process opened on January 1, 2019 and applications are due March 31, 2019. These grants will cover work conducted between July 1, 2019 and June 30, 2022.

Major accomplishments and milestones for the next reporting period:

- **Develop and update tools to support coordination of RTO partners' education and outreach activities including a marketing plan, calendar and shared marketing materials.** (ONGOING)
- **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)
- **Updating regional bike data into the Bike There online platform** (ONGOING)
- **Manage and support Drive Less Connect ride matching database.** (ONGOING)
 - Staff will continue with statistical updates, user and administration support and quarterly meeting attendance.
 - Staff should know more about the new DLC platform and when that will be implemented for 2019.
- **Monitor and report progress on programs and projects carried out by Metro,**

TriMet, SMART, and RTO grant recipients, including evaluations and surveys.
(ONGOING)

- Prepare for the 17-19 program evaluation, the 2019 travel and awareness survey, and final reporting from 2017-2019 grantees.
- **Implement and manage FY 17-19 Regional Travel Options grants and past grants that are still active.** (ONGOING)
- **Based on policy direction from the 2018 RTO Strategy, update and modify RTO funding allocation process, criteria, methodology.**
 - This work is complete.
- **Begin preparations for 19-21 RTO funding allocation process.**
 - Metro will select projects to be funded through the RTO grant process, described above. In addition, it will continue to manage existing grant funded projects and provide technical assistance to grantees in their work.

MID-YEAR REPORT

GRANT: FY 2019 STPBG

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Program	BUDGET:	\$54,878
		STPBG	\$49,242
		Metro Match	\$5,636

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$29,019

BALANCE: \$25,859

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.

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). To facilitate USDOT requirements under the FAST Act, Metro helped provide information on the locations of freight intermodal connectors in the region, and the urban freight roadways and highways to add to the National Multimodal Freight Network.

Major accomplishments and milestones for this reporting period:

- Incorporate public comments and completed final report of the Regional Freight Strategy.
- Updated the table of contents, and list of figures and tables for the Regional Freight Strategy.
- Refined and developed new sections for Chapter 10 of the Regional Freight Strategy.
- Completed Freight System Performance Measures for the 2018 Regional Transportation Plan and Chapter 10 of the Regional Freight Strategy.
- Updated and added projects to the Draft RTP Freight Projects and Programs list (Appendix A of the Regional Freight Strategy).
- Replaced the regional freight performance measure and target with the federal performance measure for freight movement and economic vitality, which measures the percent of Interstate System miles with reliable truck travel times.
- Set 2020 and 2022 regional targets for the percent of Interstate System miles with reliable truck travel times.
- Developed and completed the UPWP narrative for the Regional Freight Delay and Commodities Movement Study.
- Worked with ODOT on the Oregon Freight Advisory Committee Strategic Plan.

Major accomplishments and milestones for the next reporting period:

- Participate in the Portland Freight Committee and Oregon Freight Advisory Committee.
- Develop a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 of the Regional Freight Strategy) will be addressed in FY 2019-20.
- Develop a draft scope of work for applied uses of the Regional Freight Model including improved evaluation of the cost of congestion, benefits of freight project improvements and better understanding of truck related environmental impacts.
- Continue analyzing modeling results for RTP freight system performance measures.
- Continue to participate in and host final meetings of the West Coast Collaborative - Medium and Heavy-duty Alternatives Fuel Infrastructure Corridor Coalition (AFICC) Oregon Champions Planning Group.

MID-YEAR REPORT

GRANT: FY 2019 PL
FY 2019 ODOT Support
FY 2019 TriMet Support
Other Funds

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Data Management, Data Visualization, and Performance Measurement	BUDGET:	\$1,381,587
		PL	\$211,448
		ODOT Support	\$164,294
		TriMet Support	\$138,055
		Metro	\$911,868
		Other Funds	\$55,000

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$603,288

BALANCE: \$877,377

NARRATIVE:

Metro's Research Center (RC) department includes the Data Resource Center (DRC) which provides Metro and the region with spatial and other data services including: data acquisition, aggregation, and standardization; data storage systems, software applications, and system analysis; and analytic products that visualize data to support decision-making, performance measurement, and other purposes. DRC performs the following primary activities in close cooperation with staff in Metro's Planning & Development (P&D) department:

- Data analysis and visualization. DRC computes transportation plan evaluation measures, performs land development trend analyses, and applies many other analytics that turn data into useful information.
- Data system and data-driven application development. DRC designs, implements, and maintains data systems and software applications that let end users acquire, store, analyze, and retrieve data for Metro's federal and other programs.
- Data development: DRC collates maintains a collection of more than 150 spatial and related datasets which form the foundation for providing services to the Research Center's partners. The data repository, known as the Regional Land Information System (RLIS), supports land use and transportation planning and almost every other Metro program.
- Performance Measurement: DRC uses its own and other data sources to produce visualizations for monitoring the performance of the regional transportation system, monitoring the region's land use, measuring transportation plan outcomes, assessing growth management planning outcomes, and measuring other Metro programs' progress toward regional goals. Key elements of performance measurement for the UPWP include:
 - Transportation System Monitoring: The DRC collects, manages, and analyzes a wide array of data regarding transportation performance. This work informs transport and land use planning, MTIP activity, and Metro policy development. Transport monitoring in turn has several dimensions, including but not limited to:
 - Roadway performance
 - Transit performance

- Bicycle (and, eventually, pedestrian) system performance
 - Safety/Crashes
 - Performance of and data streams from emerging technologies including CV/AV, transport network companies, etc.
 - Performance measures required under MAP-21
- Land Development Monitoring System (LDMS): similarly to transportation monitoring, DRC data and analytics inform Metro's growth management and housing programs.
- *Ensuring compliance with federal requirements:* DRC staff work together with P&D to craft data and information products that comply with federal and state regulations.
- *Advanced analytic research:* DRC carries out, as part of overall RC efforts, innovative research to enhance data acquisition, data processing, and analytic methods in ways that improve Metro's ability to conduct its growth planning, transport planning, and other functions.

Major accomplishments and milestones for this reporting period:

- Provided analytic and cartographic products for the RTP, MTP, RTO, and other efforts
- Updated regional demographic and socio-economic data (e.g., income, race, ethnicity, age, employment, education)
- Developed a Land Development Monitoring System (LDMS), including taxlot, housing and employment space pricing, building permits, etc. and used it to deliver much of the technical content of the Urban Growth Report
- Maintained jurisdictional boundaries and annexations
- Conducted regional Factor 1 limited English proficiency analysis for Metro's Title VI reporting
- Provided ad hoc data, analysis, and visualization services to members of the public and private entities through Research Center public information support
- Provided data, analysis and technical expertise to the Southwest Corridor Equitable Development project
- Provided data, analysis and technical support to the 2018 update of the Regional Transportation Plan
- Delivered the first operational version of the Economic Value Atlas
- Completed preliminary requirements assessment for By The Numbers, Metro's performance measurement system
- Completed quality control on regional 2018 aerial imagery
- Delivered data development services to support TriMet's trip planner
- Created a high-level scope for the "MPO data plan" for a transportation data program, including Active Transportation infrastructure and performance (e.g. counts)
- Planning and RC coordinated on how to approach and facilitate conversations with the growing community of city and county staff working on "Smart Cities" initiatives
- Offered a first-draft "Smart Region" concept to the Regional Smart Cities working group (including the PSU PORTAL leader) as a step toward the integrated plan for dealing with CV/AV/TNCs and other emerging transport technologies

Major accomplishments and milestones for the next reporting period:

- Coordinate with local jurisdictional agencies to help provide updated regional demographic data to them to allow for easier demographic analysis around current and planned transportation projects (ONGOING)
- Support the MTIP effort

- Continue to provide analytic and cartographic products for the RTP, MTP, RTO, and other efforts
- Update the Land Development Monitoring System (LDMS)
- Maintain jurisdictional boundaries and annexations
- Provide ad hoc data, analysis, and visualization services to members of the public and private entities through Research Center public information support
- Create analytic solutions to ad hoc transportation and land use planning data visualization and performance measurement needs from the Planning & Development and other Metro Departments through innovation activities
- Deliver a functional, first-draft prototype of the *By The Numbers* performance measurement web application and system
- Reach consensus among key partners on the “Smart Region” concept
- Complete a multi-year version of the “MPO Data Plan” to inform Metro’s next budget cycle

Growth Report. This report can be downloaded from the Metro web site.

Model Maintenance

- Regional macroeconomic model – Staff has not tackled this issue as it may impacted materially from decisions to be made about updating and validating the Metro land use model;
- MetroScope land use model – Staff has executed a contract (through 2020) with a consultant to evaluate current and future land use forecasting and development needs. A needs assessment report will be issued outlining state of the practice and a recommendation for modernizing the MetroScope land use model or selecting a new model approach for future analytical purposes.

Major accomplishments and milestones for the next reporting period:

- Completion of the H+T cost model for base year and forecast years. Validation and peer review of model. Documentation and project logging;
- Preparation of a 2018-2045 TAZ-level Distributed Forecast;
- Development of “story maps” for the Metro MCE tool;
- Land Use Model Needs Assessment – consultant progress report;
- Land Use Model Modernization Recommendation – consultant progress report;
- Forecast tracking tool (prototype) for assessing short-run forecast performance.

MID-YEAR REPORT

GRANT: FY 2019 PL

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Travel Forecast Maintenance Program	BUDGET:	\$910,035
		PL	\$659,383
		Metro Match	\$250,652

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$382,775

BALANCE: \$527,260

NARRATIVE:

The Travel Forecast Maintenance Program includes work elements necessary to keep the travel demand model and various ancillary tools responsive to issues that emerge during the regional transportation planning process. The major work activities and projects within this program area include model maintenance innovation, and both statewide and national professional involvement.

The program area is critical because the travel demand model provides the analytical foundation for transportation policy and investment decisions.

Major accomplishments and milestones for this reporting period:

Model Maintenance:

Modeling Network Attributes

- Staff coordinated with agency planning staff and regional partners to create and document the final set of networks for the 2018 RTP Update.
- Staff worked with a consultant to create an initial Micro Analysis Zone (MAZ) system to support the new activity-based model platform.

Travel Demand Model Input Data

- Staff coordinated with agency planning staff and regional partners to create and document the final set of input data for the 2018 RTP Update.

Travel Demand Model Computer Code

- Developed prototype code for a 24-hour transit assignments

Statewide and National Professional Development:

Oregon Modeling Steering Committee:

- Staff continued service and participation on the Executive Committee and subcommittees.

Transportation Research Board (TRB):

- Staff provided the following service to the TRB:
 - Continued membership on Planning Applications Committee;

- Preparation for poster presentation at 2019 National Conference;
- Technical Program Chair for the 2019 Planning Applications Conference;
- Annual paper reviews.

Innovation:

- Initiated testing of new behavior-based freight model;
- Continued enhancement of MCE visualizer;
- Continued development of the Housing and Transportation (H+T) Cost Calculator and dashboard;
- Experimented and investigated use of “story mapping” software to better communicate tool outcomes and results;
- Developed scripting to process NPMRDS data to support federally required performance monitoring and reporting activities.

Major accomplishments and milestones for the next reporting period:

Model Maintenance

Modeling Network Attributes

- Finalize MAZ system to support the new activity-based model platform
- Finalize multi-modal network support the new activity-based model platform

Travel Demand Model Input Data

- Finalize MAZ-level input data set to support the new activity-based model platform

Travel Demand Model Computer Code

- As warranted

Statewide and National Professional Development

Oregon Modeling Steering Committee

- Staff will continue to serve and participate on the Executive Committee and subcommittees

Transportation Research Board (TRB)

- Staff will provide the following service to the TRB
 - Membership on Planning Applications Committee
 - Attendance and participation at 2019 National Conference
 - Technical Program Chair for the 2019 Planning Applications Conference
 - Making presentations and participation at 2019 Planning Applications Conference

Innovation

- Deploy and integrate new freight model within the existing passenger model framework
- Complete enhancements to MCE visualizer
- Transition H+T Cost Calculator from prototype to application

MID-YEAR REPORT

GRANT: FY 2017 STPBG Carryover
FY 2019 ODOT Support
FY 2019 TriMet Support

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Technical Assistance Program	BUDGET:	\$110,005
		STPBG	\$67,979
		ODOT Support	\$25,828
		TriMet Support	\$8,418
		Metro Match	\$7,780

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$21,452

BALANCE: \$88,553

NARRATIVE:

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses, and the general public. In addition, client agencies can use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds that is available to each regional jurisdiction for these services.

Major accomplishments and milestones for this reporting period:

- Purchased modeling software maintenance for seven governmental agencies (ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County and Washington County).
- Provided updated Regional Transportation Plan trip tables and networks to several jurisdictions.
- Delivered data to be used by a consultant assisting a City with the calculation of a municipal greenhouse gas inventory.
- Met with County staff to discuss potential future modeling effort.
- Provided select link auto volumes to a consultant helping a City analyze future scenarios.
- Reviewed consultant-prepared documents summarizing several model runs requested by a jurisdiction.
- Provided base and future year auto volume plots and turning movement plots to several consultants working for a variety of clients.
- Met with outside agency staff to discuss model capabilities for ongoing planning needs.
- Prepared travel time contour maps for a consultant.
- Provided select zone auto assignments for a consultant analyzing various sites in the region.

Major accomplishments and milestones for the next reporting period:

- Data and modeling services are provided to jurisdictions, regional agencies and the private sector upon request.

MID-YEAR REPORT

GRANT: FY 2019 PL

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION: **MPO Management & Services** **BUDGET:** **\$276,999**
PL \$276,999

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$155,721

BALANCE: \$121,278

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)
 - Project-specific working groups and advisory committees

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.

As the MPO, Metro is responsible for preparing the annual Unified Planning Work Program (UPWP), a document that coordinates activities for all federally funded planning efforts in the Metro region. Metro follows recently adopted state protocols for developing the UPWP to ensure adequate opportunity for state and local partners to develop project narratives, for state and federal consultation on the draft UPWP and for adoption of the final plan by JPACT and the Council in a

timely manner for submittal to ODOT and the USDOT. Once adopted, the UPWP is a living document, and Metro makes periodic amendments, as needed, under procedures established in the UPWP. Amendments to the UPWP area submitted to USDOT for approval.

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.

As the MPO for the Portland region, for meeting recently adopted federal transportation performance measures. Metro is coordinating with ODOT and TriMet to determine roles and responsibilities for setting targets and collecting monitoring data needed to report our progress toward these measures. In related work (described separately in the UPWP), Metro and ODOT plan to follow the 2018 RTP adoption with an update to our regional mobility policy. Our goal is to continue linking our mobility policy to the 24 mobility corridors that make up our Regional Mobility Atlas, and we believe this approach strongly meets the intent of federal regulations for tailoring our performance-based planning and programming to conditions on the ground. As part of this work, we will likely fine-tune our performance targets and measures as they relate to federal requirements.

Metro also maintains intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects. These agreements include:

- South Metro Area Rapid Transit (SMART) MOU (*effective through June 30, 2020*)
- Southwest Washington Regional Transportation Council (RTC) MOU (*effective through June 30, 2018*)
- Oregon Department of Environmental Quality MOU (*effective through February 2023 (agreement still being finalized)*)
- 3-Way Planning IGA with ODOT and TriMet (*effective through June 19, 2018*)

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 quarterly and year-end planning progress reports for 2018-19 submitted to FTA and FHWA via ODOT.
- Organization of five JPACT meetings and six TPAC meetings as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Complete recruitment of TPAC community representatives for the 2019-20 (calendar year) cycle.
- Participation in quarterly Oregon MPO and Transit staff meetings in Eugene and October OMPOC meeting in Bend.
- Completed update to planning IGA with Southwest Washington Regional Transportation Council (RTC).
- Completed 4-way Metro, ODOT, TriMet and SMART IGA using new, standardized format created by ODOT in consultation with the Oregon MPOs.

Major accomplishments and milestones for the next reporting period:

- Organization of six JPACT meetings and six TPAC meetings as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Organization of 2-3 joint TPAC-MTAC workshops.
- Participation in quarterly Oregon MPO and Transit staff meetings in Eugene, January OMPOC meeting in Albany and spring OMPOC meeting in a location TBD.
- Adoption of the 2019-20 UPWP
- Self-Certification (if part of the UPWP -- may be included in the MTIP update in early 2019-20)

MID-YEAR REPORT

GRANT: FY 2017 STPBG Carryover

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Regional Safety Program	BUDGET:	\$27,609
		STPBG	\$24,774
		Metro Match	\$2,835

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$27,609

NARRATIVE:

Metro is formalizing regional transportation safety activities in a Regional Safety Program to support Vision Zero and achieving national, state, regional and local safety performance targets. A two-year work plan will be developed to guide Metro activities related to transportation safety and coordinate with federal, state and local partners. The work plan will be based on the strategies and actions identified in the 2018 Regional Transportation Safety Strategy and the Regional Safe Routes to School Program.

Starting in 2009, in response to a Federal Highway Administration recommendation to better incorporate safety into the MPO planning process, Metro began working with local governments, ODOT, TriMet, practitioners and researchers to draft the region's first Regional Transportation Safety Plan. The plan built on the 2011 Oregon Transportation Safety Action Plan and the 2012 Clackamas County Transportation Safety Action Plan.

Since the completion of the 2012 Regional Transportation Safety Plan, governments and communities across the country have recognized the need for new strategies and approaches, such as Safe Systems, Vision Zero, Toward Zero Deaths and Road to Zero, in order to make streets safe. Cities and counties in the region have developed transportation safety action plans with targets for zero deaths and severe injuries, and the federal government has a stated goal of zero deaths and severe injury crashes in thirty years. Additionally, the region and state have increased funding and programs for Safe Routes to School. Increasing Safe Routes to School is a core element of the Regional Safety Program.

There is a recognition that funding and programs need to ramp up to address fatal and severe crashes for all modes of travel, especially for vulnerable users. The 2018 Regional Transportation Safety Strategy uses the Safe Systems and Vision Zero frameworks and identifies recommended strategies and actions for all partners. The Regional Safety Program work plan will describe steps Metro will take to implement Metro related actions identified in the 2018 Regional Transportation Safety Strategy and Regional Safe Routes to School Program.

Tasks in the Regional Safety Program work plan will include annual reports to the Metro Council and JPACT, schedules to update regional plans and the Regional Transportation Functional Plan to reflect current policy direction, activities to coordinate with partners and increase awareness of Vision Zero and Safe Routes to School, identifying legislative priorities, and refining regional funding criteria.

Major accomplishments and milestones for this reporting period:

- Adoption of 2018 Regional Transportation Safety Strategy

- Draft scope of work to develop publicly available Query Crash Map tool
- Identification of consultant and Metro research center tasks
- Identification of key deliverables for FY2019-2020
- Adoption of FHWA safety performance measure targets in 2018 RTP.
- Adoption of new regional transportation safety policies and performance measure targets in the 2018 RTP.

Major accomplishments and milestones for the next reporting period:

- Develop draft of two-year Regional Safety Program work plan and initial implementation activities.
- Convene ad-hoc regional safety work group to review work plan.
- Coordinate with Metro Active Transportation and Complete Streets programs to highlight Vision Zero street design in performance based design workshop planned for April 2019.

MID-YEAR REPORT

GRANT: FY 2019 STPBG

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Mobility Policy Refinement Planning	BUDGET:	\$58,993
		STPBG	\$52,934
		Metro Match	\$6,059

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$58,993

NARRATIVE:

As part of adopting the 2000 RTP, the first transportation plan to fully implement the Region 2040 Growth Concept, Metro developed a new approach to managing mobility. The new policy came from an extensive conversation with regional elected officials and policy makers over a two-year period, including an alternatives analysis to help officials better understand the tradeoffs in making mobility investments.

The new policy was adopted by the Oregon Transportation Commission in [2002] as an amendment to the recently completed 1999 Oregon Highway Plan (OHP), and has been in effect since then. This new emphasis on a tailored mobility policy and multi-modal solutions was also incorporated into the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation.

The new mobility policy broke from the historic practice of "once size fits all" congestion standards for roads and freeways to a more tailored approach that centered the function of major streets on land use outcomes, and focused mobility expectations on the freeway system.

The new policy also recognized that historic expectations of "building your way out" of peak-hour highway congestion was not only fiscally and technically unattainable, but also had unintended impacts that were inconsistent with the larger 2040 vision, including encouraging sprawl and undermining the broader public and private investments being made in centers and transit corridors.

In the 2010 RTP, Metro expanded on the concept with the development of a series of regional mobility corridors that provide the geography for monitoring and reporting on mobility. Twenty-four mobility corridors were developed, with each corridor framed by Region 2040 land use outcomes, and bundling highways, transit, major streets and bikeway in each mobility corridor as a complementary parts of an integrated system. Metro publishes a periodic Regional Mobility Atlas to provide ongoing tracking of these corridors as a foundation for planning and project development work in the region.

In 2013, ODOT published the Corridor Bottleneck Operations Study (CBOS), another tool for understanding and responding to congestion bottlenecks on highways within the regional mobility corridors. This tool has since been used to prioritize system management investments across the metro region with an eye toward fine-tuning a mature highway system with strategic improvements.

Despite these efforts to keep pace with traffic growth in the region, in the region, congestion has continued to grow since the 2000 RTP mobility policy was adopted. During this time, the region has experienced significant population and employment growth, straining all parts of our transportation system. During the

same period, state investments in the region's freeway system continued to decline from historic levels due to slowing state and federal transportation funding. In recent years, ODOT has adapted to this new fiscal reality with an emphasis on fine-tuning the freeway system with improved operational management and strategic capacity improvements. The few major freeway projects envisioned for the system in the 2018 RTP are also focused on bottlenecks that are part of this shift toward maintaining a mature system.

More recently, the U.S. Department of Transportation issued new regulations (through MAP-21 / FAST Act) for states and MPOs that will require greater monitoring of mobility on our freeway system and setting targets for system performance. While these new requirements differ somewhat from the current mobility policy for the region, the approach is similar, with a focus on specific segments of the freeway system.

To meet the new federal mandate and the growing challenges on our freeway system, ODOT and Metro propose to work in partnership on a refinement to our regional mobility policy, upon completion of the 2018 RTP. This will allow the refinement work to build on a rich data set and updated policy framework from the RTP, with the goal of better informing system management and investments in the region.

This work would produce two major policy frameworks for consideration by JPACT, the Metro Council and the Oregon Transportation Commission. First, a corridor-specific mobility strategy would be developed for the National Highway System for the purpose of meeting federal requirements, and because the NHS generally corresponds to the interstate and statewide highway system defined in the Oregon Highway Plan (OHP).

Second, a mobility corridor-based strategy for managing congestion on regional arterial streets that support the interstate and statewide highways would be developed and incorporated into the Regional Transportation Plan (RTP).

Together, these new policy frameworks would guide system development as part of future RTP updates and the development of city and county Transportation System Plans (TSPs) and the regions ongoing Congestion Management Process (CMP).

Major accomplishments and milestones for this reporting period:

- Metro began scoping the project deliverables, timeline and budget with ODOT Region 1 and Headquarters staff early in the third quarter. This included two ODOT-Metro meetings of the core project team and ongoing work to draft the project work plan by the end of the current fiscal year.

Major accomplishments and milestones for the next reporting period:

- Completion of scoping and a final work plan for the project.

MID-YEAR REPORT

GRANT: FY 2019 PL
FY 2019 STPBG
FY 2017 STPBG Carryover
FY 2016 STPBG – Livable Streets

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Complete Streets	BUDGET:	\$235,001
		PL	\$2,500
		STPBG	\$160,645
		STP – Livable Streets	\$50,000
		Metro Match	\$21,856

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$37,275

BALANCE: \$197,726

NARRATIVE:

Metro's "Complete Streets" Program was established to provide transportation design guidelines and other tools to support local jurisdictions to design streets that implement the 2040 Growth Concept. The Program started with the release of the Creating Livable Streets guidelines in 1997. Since then the Program has grown to include a suite of guidelines: Green Streets, Trees for Green Streets, Green Trails: Guidelines for Environmentally Friendly Trails, and Wildlife Crossings: Providing safe passage for urban wildlife.

The Complete Streets Program implements Regional Transportation Plan (RTP) design policies for regional transportation facilities and includes ongoing involvement in local transportation project conception, funding, and design. Metro's Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, specifies that city and county street design regulations shall allow implementation of the recommended designs. This program also addresses Federal context-sensitive design solutions initiatives and requirements to develop mitigation strategies to address impacts of the transportation projects.

Other program elements include providing technical assistance to cities and counties as transportation projects are developed, and providing workshops, forums and tours to increase understanding and utilization of best practices in transportation design.

The Program guidelines were last updated in 2002 (with the exception of the *Wildlife Crossings*, which was completed in 2009) and content needs to be updated to reflect the state of the practice in transportation and incorporate missing topics, including designing for safety, age friendly communities, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multi-modal environments, trail design, cycle tracks and other protected bikeways and bicycle and transit interaction.

Major accomplishments and milestones for this reporting period:

- Updated policy language in Chapter 2 of the 2018 Regional Transportation Plan, responded to public comment related to design policies in the RTP and identified implementation activities in Chapter 8 of the 2018 RTP to develop new street design and green infrastructure policies prior to

the next update of the RTP.

- Updated RTP design classifications for new streets added to the system through 2018 RTP update and for freight intermodal connectors.
- Drafted text for new Designing Livable Streets and Trails Guide.
- Held three design work sessions for graphics and visuals for new guide.
- Developed template for design elements chapter.
- Developed content for performance-based design decision making framework.
- Developed draft graphics for new guide including land use and transportation transect, street view functions, 2040 map, outcomes symbols.
- Updated work group membership, updated timeline.
- Determined approach for April 2019 Performance-Based Design Workshop.

Major accomplishments and milestones for the next reporting period:

- Hold up to five technical work group meetings to finalize new guidelines.
- Finalize draft of new guide, including design elements, graphics, schematics and narrative
- Develop new webpage for street and trail design and complete streets program, including videos, map of case studies, new guide, access to photo library, downloadable schematics, etc.
- Develop case study template.
- Develop at least one case study of implementation strategies for the webpage.
- Update Metro technical and policy committees and hold one TPAC/MTAC workshop on street design.
- Develop and convene a regional leadership forum and workshop on performance based-design for regional leaders and professional staff.

MID-YEAR REPORT

GRANT: TSMO Strategic Plan STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

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

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$302,828

NARRATIVE:

Description

The Transportation System Management and Operations (TSMO) program follows a 10-year plan that ends 2020. The plan update will be known as the TSMO Strategy, in support of the RTP. The TSMO Strategy will guide program investments using RFFA funding, state funding, additional federal grant funds and local funds, building on investments in transportation system efficiency and supporting innovations. The TSMO Strategy 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 automated 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:

- Drafted detailed, consultant-ready scope of work based on TransPort and TPAC in coordination with Metro RTP and Emerging Technology staff.
- Worked closely with ODOT staff on developing and IGA.

Major accomplishments and milestones for the next reporting period:

- Completed IGA
- Completed procurement process
- TSMO Equity framework to guide the Strategy update along with a stakeholder participation plan

MID-YEAR REPORT

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION: **Transportation System Management & Operations – Regional Travel Options (RTO) Strategy Update**

PERIOD COVERED: July 1 – December 31, 2018

NARRATIVE:

Description

Regional Travel Options is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Mobility program. Together these two programs advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options, and reduce greenhouse gas emissions. Both the Regional Mobility Program and Regional Travel Options programs are key components of Metro’s Congestion Management Process (CMP).

The RTO program goals and objectives are derived from the Regional Transportation Plan, and are further defined via a strategic plan. The current strategic plan covers the years 2012-2017 and is in the process of being updated.

Major accomplishments and milestones for this reporting period:

Develop an updated grant funding structure that aligns with the vision, goals and objectives of the 2018 RTO Strategy. Six new funding categories were created with the aim of improving program performance and expanding the program’s ability to reach more residents, particularly communities of color and other historically underserved communities. The grant application process opened on January 1, 2019 and applications are due March 31, 2019. These grants will cover work conducted between July 1, 2019 and June 30, 2022.

The RTO program is expanding to include a regional Safe Routes to School program. This program will consist of a (to-be-hired) regional program administrator, plus grant funds (awarded through the RTO grant process described above) and technical assistance to support education and encouragement programs in the region’s schools. Metro is preparing the program administrator position description and job announcement.

Major accomplishments and milestones for the next reporting period:

Metro will select projects to be funded through the RTO grant process, described above. In addition, it will continue to manage existing grant funded projects and provide technical assistance to grantees in their work. SRTS Interviews are scheduled to occur in January 2019, with the goal of having the new staff person on board by March.

This ongoing work will be reported on through the Transportation System Management and Operations - Regional Travel Options (RTO) Semi-Annual Reporting going forward.

MID-YEAR REPORT

GRANT: FY 2019 PL

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Economic, Demographic and Land Use Forecasting Development & Application Program	BUDGET:	\$181,286
		PL	\$65,417
		Metro Match	\$115,869

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$22,662

BALANCE: \$158,624

NARRATIVE:

This chapter complements the Section I chapter “Economic, Demographic and Land Use Data and Forecasting Maintenance.” The Land Use Analytics Team (LUAT) conducts, in addition to the land use data and forecast capacity sustenance work described in Section I, long-term forecast tool development activities and tool applications to Metro’s planning responsibilities. This chapter describes these elements.

LUAT regularly updates long- range economic and demographic projections in order to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Given forecast uncertainty, LUAT produces “risk-ranges” that quantify the variability in baseline growth projections which in turn inform risk analysis that tests alternative growth scenarios to evaluate ranges of potential economic, demographic, and land use impacts.

Major accomplishments and milestones for this reporting period:

Stakeholder Involvement

- Provided decision-maker outreach/support and responded to technical questions regarding forecast assumptions and findings documented in the Urban Growth Report;
- Initiated preparations for stakeholder engagement to support the needs assessment task of the land use model scoping project.

Survey, Data Acquisition, and Research

- Coordination with regional and state authorities to prepare for the 2020 Decennial Census;
- Executed initial implementation of the Land Development Monitoring System (LDMS) for the Urban Growth Report;
- Collected data for regional socio-economic indicators and other forecast tracking activities.

Model Improvements

- Initiated consultant-supported land use model scoping project;
- Developed, refined and implemented housing cost burden metrics (via the H+T cost calculator) that were used in housing need analysis of the Urban Growth report.

Major accomplishments and milestones for the next reporting period:

Stakeholder Involvement

- Conduct stakeholder engagement sessions to support the needs assessment task of the land use model scoping project;
- Reconvene another Land Use Technical Advisory Group (LUTAG) to inform and advise the development of an updated distributed forecast (the TAZ-level land use product derived from the regional forecast used in the Urban Growth Management process).

Survey, Data Acquisition, and Research (Model Improvements also listed here for clarity)

- Coordinate with regional and state authorities to prepare for the 2020 Decennial Census;
- Continue to collect, assemble and analyze data for regional socio-economic indicators and other forecast tracking and monitoring activities.

Model Improvements

- Continue to support land use model scoping project. Major upcoming milestones and activities will include a literature review and stakeholder need assessment;
- Refine map-back methods to support update to the distributed forecast;
- Continued refinement of the Housing and Transportation (H+T) Cost Calculator Tool and Dashboard prototype;

MID-YEAR REPORT

GRANT: FY 2019 PL
FY 19 ODOT Support

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	Travel Forecast Development & Application Program	BUDGET:	\$521,155
		PL	\$505,473
		ODOT Support	\$15,682

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$161,486

BALANCE: \$359,669

NARRATIVE:

The Travel Forecast Development and Application Program includes work elements necessary to keep the travel demand model and various ancillary tools responsive to issues and trends that emerge during the regional transportation planning process. The major work activities and projects within this program area include travel behavior surveys, new models/tools, and significant one-time model application and/or enhancement efforts.

The program area is critical because the travel demand model provides the analytical foundation for transportation policy and investment decisions

Major accomplishments and milestones for this reporting period:

Travel Behavior Surveys:

- Chaired and provided staff support to the Travel Survey Subcommittee of the Oregon Model Steering Committee. The Subcommittee is charged with coordinating and overseeing the implementation of the next household travel survey across met multiple times between July-December 2018.
- Developed work program, contract, and inter-governmental agreements (with TriMet and City of Portland) related to a pilot project that will explore the Replica data product. Replica has the potential to significantly complement traditional household travel survey efforts.

New Models

- Developed a work program and procured consultant services for deployment of OR-RAMP, a derivative of the CT-RAMP activity based model platform specific to Oregon;
- Closed out consultant contract (via ODOT) and took delivery of the new behavior-based freight model;
- Completed Phase II work on the Multi-Criterion Evaluation (MCE) Toolkit.

Model Applications/Enhancement:

- Completed final model runs, analysis, and documentation to support t2018 RTP Update;
- Developed prototype code for a 24-hour transit assignment;

- Developed draft scope of work for an enterprise transportation data program.

Major accomplishments and milestones for the next reporting period:

Travel Behavior Surveys:

- Chair and provide staff support to the Travel Survey Subcommittee of the Oregon Model Steering Committee. The major deliverable for Q3/Q4 will be the development of a scope of services and master contract to implement the next travel survey;
- Execute contracts and inter-governmental agreements for the Replica data product and initiate the pilot project.

New Models

- Continue development and deployment of CT-RAMP activity based model platform;
- Complete coding to support the integration of new behavior-based freight model within existing passenger model framework;
- Close out consultant contract and complete outreach phase of Multi-Criterion Evaluation (MCE) Toolkit;
- Continue development of the Housing and Transportation (H+T) Cost Calculator and dashboard.

Model Applications/Enhancement:

- Finalize testing and implementation of code for a 24-hour transit assignment;
- Initiate implementation of enterprise transportation data program.

MID-YEAR REPORT

GRANT: FY 2019 Corridor & Systems Planning STPBG
FY 2017 STPBG Carryover
Other Funds

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Corridor Refinement and Project Development	BUDGET:	\$924,455
		STPBG	\$672,954
		Metro	\$101,501
		Other	\$150,000

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$29,968

BALANCE: \$894,487

NARRATIVE:

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.

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.

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Major accomplishments and milestones for this reporting period:

- Continued to support local project development efforts on mobility corridors and enhanced transit corridors. (ONGOING)
- Continued to support the Division Transit project (ONGOING)
- Continued to support the SW Corridor Shared Investment Strategy and Transit project (ONGOING)
- Worked with jurisdictions and community partners in a new economic investment area in the Columbia Corridor (ONGOING)
- Worked with jurisdictions and community partners in a new economic investment area along McLoughlin Boulevard (ONGOING)

Major accomplishments and milestones for the next reporting period:

- Continue to support local project development efforts on mobility corridors and enhanced transit corridors. (ONGOING)
- Continue to support the Division Transit project (ONGOING)
- Continue to support the SW Corridor Shared Investment Strategy and Transit project (ONGOING)
- Work with jurisdictions and community partners in a new economic investment area in the Columbia Corridor (ONGOING)
- Work with jurisdictions and community partners in a new economic investment area along McLoughlin Boulevard (ONGOING)
- Partner with TriMet to define a scope of work for the Central City Transit Capacity feasibility analysis. (Spring 2019)

MID-YEAR REPORT

GRANT: FY 2017 Corridor & Systems Planning STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Division Transit Project (Powell/Division Transit and Development Project)	BUDGET: STPBG Metro Match	\$557,227 \$500,000 \$57,227
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PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$366,236

BALANCE: \$190,991

NARRATIVE:

The Powell/Division Corridor Transit Implementation Plan coordinates land use and transportation planning efforts for an investment strategy that defines a transit project for a Small Starts application (the Division Transit Project), 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 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. The transit alternatives assessment is continuing into the conceptual design which is further defining the bus service and amenities, and other 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 began the NEPA process in earnest as the design is further refined in 2017 and 2018.

With local adoption of the LPA, TriMet is leading the design, traffic, and outreach with support from Metro and other project partners. Metro Council adopted the LPA at the same time they amended the Regional Transportation Plan in June 2017.

TriMet is leading the outreach with Metro collaboration to gather input on how to further refine the LPA. The project's conceptual design is being further developed, and Metro is leading the NEPA process by conducting a Documented Categorical Exclusion.

The land use investment strategy pieces are being led by the local jurisdictions which have adopted Local Action Plans outlining their vision for implementing land use and economic development that complements the transit investment of the Division Transit Project.

Major accomplishments and milestones for this reporting period:

- Consultation with tribes, OR State Historical Preservation Office (ORSHPO), and other consulting parties on project (Summer 2018 through Winter)
- Draft Historic and Cultural Analysis Report (Fall 2018)
- Draft NEPA Documented Categorical Exclusion and related reports (Fall 2018)
- Conducted 4(f) analysis and submitted letters for temporary occupancy to OR SHPO and other consulting parties to concur with (Fall 2018)

Major accomplishments and milestones for the next reporting period:

- Complete NEPA analysis- OR SHPO and Other Consulting Parties concur, finalize reports, Federal Transit Administration (FTA) concurs (Winter 2018)
- TriMet continues to refine the design to 60 percent (Winter/Spring 2018)
- Update Small Starts funding submittal to the FTA by TriMet (Spring 2018)

MID-YEAR REPORT

GRANT: Other Funds

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Southwest Corridor Plan	BUDGET:	\$2,719,274
		Metro	\$342,486
		Other Funds	\$2,376,788

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$672,321

BALANCE: \$2,046,953

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. In conjunction with the study of the LRT, Metro is working with project partners on the Southwest Corridor Equitable Development Strategy to support achieving regional and local goals related to inclusive development, affordable housing, workforce development, and access to education and other ladders of opportunity aligned with major regional investments in transit and other transportation improvements.

Major accomplishments and milestones for this reporting period:

- Adoption of the SW Corridor LRT Preferred Alternative into the Regional Transportation Plan update
- Metro Council adoption of a Land Use Final Order for the Southwest Corridor Light Rail Project
- TriMet submitted to Federal Transit Administration for entry into Project Development phase of New Starts
- Beginning of Post-DEIS transit design advancement in support of Final Environmental Impact Statement (FEIS)
- Begin pre-FEIS analysis of design refinements and mitigation options
- Begin federal agency consultation process in support of FEIS
- Begin FEIS analysis in topic areas related to federal agency consultation, such as historic and water resources
- Continue to implement the work plan for the Equitable Transit Oriented Development (eTOD) grant received from the Federal Transit Administration (FTA) for corridor wide planning, culminating in identification of a comprehensive SW Corridor Equitable

Development Strategy

- Continued ODOT and project partner staff meetings to review and discuss project planning and designs
- Continued public engagement process
- Continued collaboration with project partners to support local community land use visions
- Continued work toward identifying funding and implementation options for SW Corridor transportation improvements (roadway, bicycle and pedestrians) and parks, trails and habitat projects listed in the Southwest Shared Investment Strategy but not included in the LRT Preferred Alternative

Major accomplishments and milestones for the next reporting period:

- Conversations continued on funding commitments toward estimated capital costs by local agencies and jurisdictions
- Acceptance into the Project Development phase of New Starts
- Continuation of Post-DEIS transit design advancement in support of FEIS
- Continue pre-FEIS analysis of design refinements and mitigations
- Continue federal agency consultation process in support of FEIS
- Continue FEIS analysis in topic areas related to federal agency consultation
- Completion of work plan for the eTOD FTA grant in identification of a comprehensive SW Corridor Equitable Development Strategy
- Begin the station area planning process, examining access needs and land use and development opportunities
- Continued ODOT and project partner staff meetings to review and discuss project planning and designs
- Continued public engagement process
- Continued collaboration with project partners to support local community land use visions
- Continued work toward identifying funding and implementation options for SW Corridor transportation improvements (roadway, bicycle and pedestrians) and parks, trails and habitat projects listed in the Southwest Shared Investment Strategy but not included in the LRT Preferred Alternative

MID-YEAR REPORT

GRANT: Economic Value Atlas STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	Economic Value Atlas	BUDGET:	\$334,338
		STPBG	\$25,557
		Metro/Local Match	\$308,781

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$86,834

BALANCE: \$247,504

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 – Online Decision-Support Tool (Beta Tool Launch December 10, 2018)
- Implementation Plan – Guidance on Metro Plans + Initiatives (January 2019)
- Stakeholder engagement (ONGOING)

Major accomplishments and milestones for the next reporting period:

- Execution of implementation plan.

MID-YEAR REPORT

GRANT: ICM-DPG-2013/ICM Deployment,

FISCAL YEAR: FY 2019

AGENCY: Metro

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

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$

BALANCE: \$

NARRATIVE:

US DOT's Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant. Integrated Corridor Management (ICM) grants will help combine numerous information technologies and real-time travel information from highway, rail, transit and bike operations.

This work aligns with the Regional TSMO Plan, supporting the vision to “collaboratively and proactively manage [the region’s] multimodal transportation system.” The ICM study furthers the goals and objectives of the TSMO plan including reliability for travelers and goods movement; transportation safety and security; environment and quality of life; and, providing comprehensive multimodal traveler information to people and business.

As TSMO partners strive towards real-time information for operations and travelers, this study takes strategies a step forward. ICM is described as a “system of systems” which refers to both the technology and coordination protocols between agencies. ICMs in other regions identify a multitude of scenarios including crashes, weather hazards and major events. A real-time coordinated response will help provide safe and reliable transportation options.

Travelers can use real-time information to avoid congestion and find alternate routes or transportation systems, such as transit or bike. Shippers can receive information concerning the entire network, not just one route. Such tools can help engineers make better decisions about congestion management by recommending where traffic should flow and onto which systems commuters should be shifted based on up-to-the-second data.

Major accomplishments and milestones for this reporting period:

- Completed Final Report and drafted Memorandum of Understanding for partner agencies. The Final report reflects the process corridor partners took and details the six operations strategies they arrived at for safer, more reliable travel through across the I-84 multimodal travel shed.
- Reviewed the Systems Engineering Management Plan (SEMP) and provided comments back to the consultant.
- Presented the operations strategies to TransPort and the Traffic Incident Management (TIM) Coalition.

Major accomplishments and milestones for the next reporting period:

- Metro web page to share the final report
- Final SEMP
- Project close-out

MID-YEAR REPORT

GRANT: FY 2019 Corridor & System Planning STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	MAX Red Line Improvements Project	BUDGET:	\$128,868	
		STPBG	\$103,407	
		Metro/Local Match	\$25,461	\$

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$128,868

NARRATIVE:

The MAX light rail system provides high capacity transit connecting the major centers of our region. The MAX Red Line has connected the City of Beaverton, downtown Portland, Gateway Regional Center, and Portland International Airport since 2001. Since its opening, there has been substantial growth in the corridor and more demand for reliable transit connecting these important centers. Currently, the Red Line has two single track sections near Gateway/99th Ave and Portland International Airport, which result in inbound and outbound trains having to wait for each other. If a train is off schedule, these wait times can impact the entire Max System as trains rely on the same tracks to serve different parts of the region. Adding a second set of tracks in these areas will reduce delays for riders on all five lines. In addition, Max riders west of Beaverton Transit Center have been requesting Red Line service to better connect a growing part of the region.

The Red Line improvements west of the Beaverton Transit Center include improving track and switches and adding signals and a new operator break facility at the Fair complex/Hillsboro Airport Max Station allowing Red Line trains to serve ten more west side stations. These stations are currently served by the Blue Line which is often overcrowded. Improvements will allow TriMet to increase train frequency to better meet rider demand.

Improved transit will support anticipated redevelopment at the Port of Portland such as the expansion of the Portland International Airport and potential redevelopment at the Gateway Regional Center.

Major accomplishments and milestones for this reporting period:

- Continuation of partner agency engagement and public outreach
- Completion of 15% Design
- Project Advisory Group concurrence with Locally Preferred Alternative
- Adoption of 2018 RTP by JPACT and Metro Council, which includes MAX Red Line Improvements.

Major accomplishments and milestones for the next reporting period:

- Adoption of Locally Preferred Alternative
- Completion of 30% design
- Submission of draft NEPA documents to FTA

- Entry into project development

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: City of Wilsonville

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

PERIOD COVERED: 1st half: July 1 to December 31, 2018

EXPENDED TO DATE: \$685,200

BALANCE: \$707,868

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 60%

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete

and the project is moving to complete final reimbursements)

September 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 (July 1 – December 31, 2018):

Draft Bridge Type Analysis Report prepared. Technical Advisory Committee Meeting #4 held to provide technical analysis of five bridge types under consideration. Public open house, in-person and online, held to gather public input on the five bridge types. Task Force Meeting #4 held and recommendation to Wilsonville City Council identifying the cable-stay and suspension bridges as the two preferred bridge types to move forward for further evaluation.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2019):

Wilsonville City Council selection of the two preferred bridge types to move forward for further evaluation. Additional technical analysis, cost estimating, and rendered drawings of the two preferred bridge types. Task Force recommendation and Wilsonville City Council and Clackamas Board of County Commissioners selection of the final preferred bridge type. Final bridge type selection report. Obtain FHWA guidance on EA work that can occur under the planning phase.

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: Metro & City of Hillsboro

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

Federal: \$500,000

Local: \$57,227

Total: \$557,227

PERIOD COVERED: **1st half:** July 1 to December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$557,227

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

0%

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

2019

Description

Program/Project Summary:

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

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2018):

City and ODOT staff met on December 5, 2018 to discuss the scope of work and City objectives for this study and the City's consideration of ODOT's needs.

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

Submit IGA to ODOT for execution
Finalize scope of work
Obligate funds for the project
RFP written, reviewed and finalized
ODOT/Metro Review of RFP

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17466

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: Metro & ODOT

PROJECT:	Lake Oswego to Portland: Tryon Cove Park Area	Federal: \$100,000
		Local: \$11,445
		Total: \$111,445

PERIOD COVERED: **1st half:** July 1 to December 31, 2018

EXPENDED TO DATE: \$77,764

BALANCE: \$33,681

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) 2019

Description

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

The original study described in UPWP will be altered. A new scope of work and limited geographic area will also be studied.

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

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

Summary Status

Milestones/deliverables for this reporting period (July 1 to December 31, 2018):

No update

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2019):

No update

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: TBD

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: City of Portland

PROJECT:	ODOT: Vision Around the Mountain Planning Study	Federal:	\$107,676
		Local:	\$12,324
		Total:	\$120,000

PERIOD COVERED: **1st half:** July 1 to December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$120,000

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

ESTIMATED COMPLETION DATE:

(When all project deliverables are complete

and the project is moving to complete final reimbursements)

October, 2019

Description

Program/Project Summary:

ODOT, on behalf of Federal Western Lands Highways Division will be working with this planning project to determine coordination opportunities between various Transit Operations around Mt Hood, including: Mt. Hood Express, Columbia Gorge Express, and Mt. Hood Gorge Loop Transit.

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2018):

New UPWP study

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2019):

Pending

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 21315

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: ODOT

PROJECT: ODOT: Inner Powell Blvd Cost to Upgrade Study

Federal: \$1,794,600

Local: \$205,400

Total: \$2,000,000

PERIOD COVERED: 1st half: July 1 to December 31, 2018

EXPENDED TO DATE: \$ 24,788

BALANCE: \$ 2,000,000

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

5%

ESTIMATED COMPLETION DATE:

December 2019

Description

Program/Project Summary:

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.

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).

SEMI-ANNUAL REPORT
(PROJECTDEVELOPMENTPLANNING)

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2018):

- MTIP & STIP programming completed as of December 2018 (See STIP Confirmation – next page, Key 21315)
- HB2017 funding source, but programmed and obligated under federal Advance Construction (ADVCON – ACP0). Funds obligated 10/18/2018, EA C0265206
- Project contact:
Scott Turnoy
Senior Transportation Planner – Major Projects
 Oregon Department of Transportation
 123 NW Flanders St.
 Portland, OR 97209
 503-731-3038
scott.turnoy@odot.state.or.us
- Procurement process completed, notice to proceed given to consultant team on 11/1/18.
- Project Kick-off held on 11/16/18.
- Project Work Plan completed 11/21/18.
- Draft Technical Memorandum #1: Inventory of Planned/Programmed Projects submitted 12/17/18.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2019):

- Final Technical Memorandum #1: Inventory of Planned/Programmed Projects.
- Define state of good repair for corridor elements, submit Technical Memorandum #2: State of Good Repair and Assessment Methods.
- Assess existing conditions of key corridor elements and submit Technical Memorandum #3.
- Develop upgrades list and begin draft Technical Memorandum #4.

2018-2021 Active STIP		MULTNOMAH		2018-2021 Active STIP			
Name: Inner Powell Blvd cost to upgrade study				Key: 21315			
Description: Study the cost to upgrade and transfer the portion of SE Powell Boulevard from SE 9th Avenue to I-205 to the City of Portland.				Region: 1			
MPO: Portland Metro MPO		Work Type: OPERAT					
Applicant: ODOT		Status: STUDY ACTIVITY					
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
1.20 to 5.70	4.50	US-26	MT HOOD	REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2018						
Total	\$2,000,000.00						\$2,000,000.00
Fund 1 ACP0	\$1,794,600.00						
Match	\$205,400.00						
Footnote:							
Most Recent Amendment Approved							
Amendment No: 18-21-0965			Approval Date: 7/24/2018				
Requested Action: Add a new project with HB2017 funds.							

**SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)**

Project Phases						
Work Phase	Phase Status	Current STIP Year	Phase Total Estimated Cost	Current STIP Amount	Current Authorization Amount	Original Authorization Amount
■ PL - Planning	APPROVED TO COMMENCE	2018	\$2,000,000.00	\$2,000,000.00	\$523,064.00	\$350,000.00
Totals			\$2,000,000.00	\$2,000,000.00	\$523,064.00	\$350,000.00

Phase Details			
Work Phase	PL	Phase Status	APPROVED TO COMMENCE
Phase Total Estimated Cost	\$2,000,000.00	Priority	18A
Current Authorization Amount	\$523,064.00	Current Authorization Date	10/18/2018
Original Authorization Amount	\$350,000.00	Original Authorization Date	8/30/2018
Current STIP Amount	\$2,000,000.00	Current STIP Year	2018
Initial STIP Amount	\$2,000,000.00	Initial STIP Year	2018
Status Date	4/3/2018	EA	C0265206
		Federal Aid ID	S026(163)

Fund Codes			
Fund Code	Description	Percent	Total Amount
ACP0	ADVANCE CONSTRUCT PR	100.00%	\$2,000,000.00
Totals		100.00%	\$2,000,000.00

Fund Code Information			
Fund Code	Description	Fund Code Percent	Fund Code Total Amount
Fund Code ACP0 - ADVANCE CONSTRUCT PR		100.00%	\$2,000,000.00
	ICAP <input type="checkbox"/> Fund Code Default	Allocated Percentage	Allocated Amounts
	Federal Amount 89.73%	89.73%	\$1,794,600.00
	State1 Amount 10.27%	10.27%	\$205,400.00
	State2 Amount 0.00%	0.00%	\$0.00
	State3 Amount 0.00%	0.00%	\$0.00
	Local Amount 0.00%	0.00%	\$0.00
	Totals	* 100.00%	\$2,000,000.00

* Percentage totals may not equal 100% due to rounding precision.

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: City of Portland

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

PERIOD COVERED: **4th Quarter:** October 1 – Dec 30, 2018

EXPENDED TO DATE: \$ 303,132

BALANCE: \$ 0

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE: 96% (0 to 100%)

ESTIMATED COMPLETION DATE: April, 2019

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 (October 1 – Dec 30, 2018):

- Staff coordinated with the Portland Bureau of Environmental Services (BES) regarding stormwater system needs and opportunities to identify projects appropriate for cross-bureau collaboration.
- The project team identified a draft recommended project list for the plan, including planning level cost estimates and detailed project description and assumptions.
- Staff Hosted a public open house on November 29th, with an online open house available from November 29th
- The open house shared the draft recommended project list and discussed other long-term project priorities in Southwest.
- The full grant amount has been exhausted, although some plan finalization tasks remain.

SEMI-ANNUAL REPORT
(PROJECTDEVELOPMENTPLANNING)

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – March 31, 2019):

- Preparation of a draft Southwest in Motion plan report for public review and comment.
- Revision of draft plan report and preparation of final draft Southwest in Motion plan.
- Presentation and adoption of the final draft Southwest in Motion plan by Portland City Council. Exact date to be determined.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: Clackamas County

PROJECT:	Trolley Trail Bridge – Gladstone to Oregon City	Federal: \$201,892
		Local: \$23,107
		Total: \$224,999

PERIOD COVERED: **1st half:** July 1 to December 31, 2018

EXPENDED TO DATE: \$5,000

BALANCE: \$224,499

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)

November 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 (July 1 – December 31, 2018):

- Sent out RFQ and perform a review of Qualification submittals (RFP to be advertised July 11 with proposals due August 7).
- Initiated negotiations with highest ranked consultant and finalized contract.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2019):

- Have Clackamas County Board of County Commissioners approved contract and provide NTP to consultant for initiating feasibility study.
- Conduct survey of the site in accordance with the contract.
- Perform geotechnical investigation and initiate evaluation of foundation alternatives;
- Perform environmental scoping documentation, including wetland reconnaissance, permitting requirements such as Clean Water Act Section 404 (US Army Corps of Engineers), Oregon Removal-

QUARTERLYREPORT
(PROJECTDEVELOPMENTPLANNING)

Fill Law (Oregon Department of State Lands), Endangered Species Act (U.S. Fish & Wildlife Service and National Marine Fisheries Service), and stormwater Management Guidelines (DEQ), rare plant survey, no effects documentation and cultural resources investigation; identification of local permitting requirements including floodplain regulations;

- Perform evaluation of river hydraulics and scour potential and determination of needed streambank restoration;
- Perform evaluation of structural alternatives including new bridge types and possible re-use of existing surplus bridge structures; alternative bridge Type, Size and Location (TS&L) Plans based on evaluation and alternative cost estimates; maintenance plan and cost estimate;
- Perform trail concept planing for connections to Gladstone and Oregon City trails.

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18006

METRO IGA: 30391 (ODOT)

FISCAL YEAR: FY 2018-19

AGENCIES: Portland State University

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

PERIOD COVERED: **1st half:** July 1 to December 31, 2018

EXPENDED TO DATE: \$168,880

BALANCE: \$54,010

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE:

(0 to 100%) 90%

ESTIMATED COMPLETION DATE:

*(When all project deliverables are complete
and the project is moving to complete final reimbursements)* 2019

Project Contact:

Name: John MacArthur
Title: Research Associate
Email address: jhmacart@pdx.edu

Description

Program/Project Summary

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

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2018):

- Developed paper, "Survey of Oregon Electric Vehicle Owners: Understanding Perceptions, Motivations, and Concerns". Will be presenting this paper at the annual TRB conference in Washington, DC, January 2019.
- Finished the project, "Environmental and Equity Scenarios for Alternative Fuel Vehicle Ownership and Use in the Portland Region." This project used data and information from the work done as part of this project to develop policy scenarios related to increasing EV adoption in the Portland Metro Region.
- Received Oregon June 2018 EV data from ODOT. Analyzed the data and updated the forecasting model. Shared data and information with partners.
- Wrote draft final report for the project.

SEMI-ANNUAL REPORT
(PROJECTDEVELOPMENTPLANNING)

**Planned major accomplishments, milestones or deliverables for the next reporting period
(January 1 – June 30, 2019):**

- Project is completed.

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: Tualatin Hills Park & Recreation District

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

PERIOD COVERED: 1st half: July 1 to December 31, 2018

EXPENDED TO DATE: \$19,945

BALANCE: \$871,619

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

0%

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

2020

Description

Program/Project Summary:

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

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

Summary Status

Milestones/deliverables for this reporting period (July 1 - December 31, 2018):

- 11/1/2018 – Consultant contract signed between ODOT & DEA with notice to proceed issued 11/2/18.
- 11/14/18 - Project kick-off meeting with ODOT, THPRD & DEA.
- 12/5/18 – Project check in and site walk with DEA Environmental, GRI Geotechs/HazMat and HRA archaeologists.
- Desk research begins in December for Environmental, HazMat, Utilities and Archaeology. Development of evaluation criteria technical memo and of opportunities & constraints evaluation also begins in December.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 - July 31, 2019):

- Begin boundary and topographic survey field work in January w/completion in February. First public outreach in February.
- Environmental services, Utilities, GeoTech desk and field work will be completed by end of July.
- Evaluation Criteria Technical Memo will be complete in March.
- Trail Design Alternative to being in March and completed by end of July.

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 21371

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: ODOT

PROJECT: ODOT: I-5 and I-205 Portland Metropolitan Value Pricing Program

Federal: \$2,766,600

Local: \$233,400

Total: \$3,000,000

PERIOD COVERED: 1st half: July 1 to December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$3,000,000

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

%0

ESTIMATED COMPLETION DATE:

October, 2020

Description

Program/Project Summary:

This is a planning study to analyze traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement for value pricing on I-5 and I-205.

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2018):

New study

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2019):

New study

SEMI-ANNUAL REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: TBD

METRO IGA: (ODOT)

STATE FISCAL YEAR: FY 2018-19

AGENCIES: City of Tualatin

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

PERIOD COVERED: **1st half:** July 1 to December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$725,000

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

0% (Pre-implementation)

ESTIMATED COMPLETION DATE:

December, 2020

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

Description

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

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2018)

- Review of Intergovernmental Agreement (IGA) for jurisdictional cooperation
- Development of ODOT Project Prospectus
- Draft Business Charter
- Speed Zone Reduction Under Review

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2019):

- Adoption of IGA for jurisdictional cooperation
- Complete ODOT Project Prospectus
- Draft consultant request for proposals (RFP) and scope of work
- Complete ODOT speed zone reduction request process