

MAKING A  
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PLACE



# FY 2015-16 UPWP Quarterly Reporting

**2ND Quarter**

October - December 2015

*January, 2016*

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## QUARTERLY REPORT

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GRANT:                      FY 2016 PL  
                                 FY 2015 STP  
                                 FY 2013 STP  
                                 FY 2016 Section 5303

FISCAL YEAR:              FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Transportation Plan</b>	<b>BUDGET:</b>	<b>\$1,315,768</b>
		PL	\$801,475
		STP	\$177,370
		Section 5303	\$253,298
		Metro	\$83,625

PERIOD COVERED:              October 1, 2015 – December 31, 2015

EXPENDED TO DATE:              \$857,545

BALANCE:                      \$458,223

### NARRATIVE:

The Regional Transportation Planning program is responsible for maintaining and updating the Regional Transportation Plan (RTP). The RTP provides long-term policy direction that guides local and regional transportation planning, funding and implementation activities. The plan guides the design, management and investment in the region's transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian – and the movement of goods and freight. The plan includes policies and both short-range and long-range investments, strategies and actions that lead to the development of an integrated multimodal transportation system that facilitates the safe, reliable and efficient movement of people and goods.

The plan also addresses a broad range of regional planning objectives, including implementing the 2040 Growth Concept – the region's long-range growth management strategy – and advancing local and regional goals to support job creation and economic development, save businesses and households money, help people live healthier lives, protect our region's clean air and water, reduce greenhouse gas emissions, manage congestion and make the most of the investments we have already made in our transportation system.

Central to the RTP is an overall emphasis on outcomes, multi-modal system completeness, and measurable performance targets to monitor progress toward the region's desired outcomes and the plan's goals and objectives. Local transportation system plans (TSPs) in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR). The Regional Transportation Functional Plan (RTFP) and Urban Growth Management Functional Plan (UGMFP) direct local implementation of the RTP.

The RTP is maintained and updated regularly to ensure continued compliance with State and Federal regulations and address new policy issues and changes in land use, demographic, financial, travel and economic trends. The RTP was last updated in July 2014. The update was limited in scope, focusing on maintaining compliance with federal law and MAP-21, addressing corrective actions identified in the 2012 Federal Certification Review, extending the planning horizon to the year 2040, conducting an expanded environmental justice and Title VI assessment and incorporating system map and project list changes identified in local TSP

updates, corridor refinement plans and other plans developed or adopted since 2010, such as the Regional Active Transportation Plan and Regional Transportation Safety Plan.

The next update to the plan will begin in the FY 2015-16 period. Stakeholder outreach, research, analysis and policy discussion to support development of a draft plan will occur in 2016 and 2017, with final adoption in 2018. The update will identify refinements to the plan's policies, performance targets, long-range financial assumptions, project lists and modal and topical plans and guides related to safety, freight, transportation system management and operations, regional travel options, transit and design.

The 2018 RTP update will address recommendations from the 2010 Regional Freight Plan, 2012 Regional Transportation Safety Plan, the 2013 Portland Region Westside Freight Access and Logistics Analysis, 2014 RTP update, the 2014 Regional Active Transportation Plan (ATP), the 2014 Climate Smart Strategy, the 2014 Economic Impacts of Congestion Study, Metro's Equity Strategy, TriMet's Service Enhancement Plans, and SMART's Master Plan and respond to federal MAP-21 goal areas and related performance measurement, target setting and reporting requirements and any recommendations or corrective actions identified in the 2016 Federal Certification Review. MAP-21 identifies seven national goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reducing project delivery delays.

The update will also be coordinated with other related UPWP planning activities, including the Title VI Environmental Justice, Regional Transit Plan, SMART Transit Master Plan, Regional Travel Options Program, Regional Freight Program and related studies, Regional Mobility Program, Metropolitan Economic Atlas & Infrastructure Investment Action Plan, Designing Livable Streets and corridor refinement plan activities.

#### **Major accomplishments for this reporting period:**

- General outreach/ coordination on RTP.
- JPACT and Metro Council approval of work plan and public engagement plan for 2018 RTP update that was informed by:
  - recommendations from the Metro Policy Advisory Committee.
  - briefings and presentations to regional advisory committees, county-level coordinating committees, community-based organizations and other standing committees, such as the Transportation Justice Alliance, the Portland Freight Committee and the Bi-State Coordination Committee and the Regional Transportation Council Technical Advisory Committee;
  - a series of community discussions hosted by Metro's Diversity Equity and Inclusion program and facilitated by the MultiCultural Collaborative for six culturally based and one youth focused group on topics relating to equity, transportation, housing, parks and natural areas and community engagement;
  - stakeholder interviews with elected officials and business and community leaders to clarify concerns, views and desired outcomes for regional transportation planning and investment decisions;
  - a two-question 30-day on-line quick poll for the general public on which transportation issues most impact quality of life and what should Metro consider when developing the 2018 RTP; and
  - Oregon Innovation Award work sessions with the Portland State University Center for Public Service staff and community leaders to develop a strategy for reaching historically underrepresented communities through more inclusive public engagement and decision-making processes.
- Draft Regional Mobility Atlas data updated to inform Congestion Management Process, existing conditions report and regional snapshot on transportation.
- Final report summarizing results of on-line quick poll on top transportation issues affecting quality

of life in the region.

- Final report prepared by Jeanne Lawson and Associates (contractor) summarizing interviews of elected officials, and community and business leaders.
- Project website established at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).
- Factsheets developed to support update and kick-off of planning work to support policy discussions and engagement activities.
- See other milestones within “Local implementation of the RTP” quarterly report.

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

- Agendas, memos and meeting materials to support technical work group discussions, updates to regional technical and policy advisory committees and Regional Leadership Forum #1.
- Final report summarizing results of 30-day public comment opportunity on regional transportation and equity.
- Web pages established at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp) to provide information on eight RTP technical work groups and meeting dates, location, and related materials for each work group.
- Technical workshop on local and regional approaches to performance-based planning.
- Updated population, household and employment forecast for 2040 prepared and reviewed by local governments to support RTP modeling.
- Draft modeling results for 2015 base year and future year (2040) performance for No Build, Current RTP financially Constrained Network, Current RTP State Network and Climate Smart Strategy networks.
- Data and information gathering to support Regional Snapshot on transportation, including infographics, photos, interviews, and videos to link regional transportation trends data with personal stories about users of the transportation system.
- Co-hosted speaker series of experts and thought leaders sharing their insights about key trends and issues affecting the future of transportation to engage policymakers in thinking about creative partnerships and innovative strategies for improving the region’s transportation system.

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## QUARTERLY REPORT

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GRANT: FY 2015 STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Transit Plan</b>	<b>BUDGET:</b>	<b>\$61,380</b>
		STP	\$23,000
		Metro	\$38,380

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$0

BALANCE: \$61,380

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

### Major accomplishments for this reporting period:

- Created a Regional Transit Strategy Fact Sheet
- Developed a draft Policy and Background Report
- Began existing conditions summary

### Major accomplishments for the next reporting period:

- Convene the Transit Work Group
- Finalize the Policy and Background Report
- Draft Existing Conditions Summary Report
- Begin developing the regional transit vision

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## QUARTERLY REPORT

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GRANT:                   FY 2016 PL  
                            FY 2015 STP  
                            FY 2013 STP  
                            FY 2016 Section 5303  
                            FY 2014 Section 5303

FISCAL YEAR:           FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Metropolitan Transportation Improvement Program</b>	<b>BUDGET:</b>	<b>\$1,020,001</b>
		PL	\$265,300
		STP	\$272,687
		Section 5303	\$335,161
		Metro	\$146,853

PERIOD COVERED:       October 1, 2015 – December 31, 2015

EXPENDED TO DATE:     \$377,031

BALANCE:               \$642,970

### NARRATIVE:

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring 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. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies, as well as significant public-involvement efforts, consistent with Metro's public involvement plan.

The UPWP budget includes contingency funding in anticipation of \$25,000 of Metro general fund for scoping and early implementation of recommendations to improve data administration and reporting on transportation planning and investments. These funds are anticipated to be considered in the Metro budget process but are subject to Metro Council approval.

### Major accomplishments for this reporting period:

- Continued work on MTIP/RFFA policy development process, including stakeholder workshops, TPAC, JPACT and Metro Council briefings and input.
- Several project development meetings with local staff to advance project delivery.
- Federal fiscal year end close out of programming and processing of 42 TIP amendments.
- Negotiated memorandum of understanding agreement with ODOT, TriMet, and SMART to define

roles and responsibilities for carrying out the development of the 2018-21 MTIP.

- Continued evaluating MTIP/STIP FP financial documents to reduce programming and obligation discrepancies between the two via ongoing reconciliations. Continued working with ODOT staff to resolve and eliminate STIP Financial Plan discrepancies and obligation errors ensuring accuracy and consistency between the MTIP and STIP FP.

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

- Work with ODOT and Metro to amend the MTIP/STP and ODOT IGA. Complete RFP process to select PE consultant.
- Continue to work with ODOT STIP FP staff to resolve programming and obligation discrepancies between the MTIP and STIP.

### **Amendment Activity**

The following FFY15-18 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period October through December 2015:



AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MODIFICATION TYPE	AGENCY	REQUESTED BY	REQUESTED ACTION
1056	19466	NW Brookwood Pkwy: NW Meek Rd - NW Shute Rd	Administrative	Washington County	Vaughan Rademeyer	Slip RW phase to 2016
1057	19531	I-84/I-5: BANFIELD INTERCHANGE DECK OVERLAY & BRIDGE RAIL RETROFIT	Formal - Reso No 15-4642	ODOT	Anna Dunlap	Add new project to 2015-2018 STIP as approved by OTC in April. To be funded from bottom line of State Bridge FP.
1058	19533	I-405: FREMONT BRIDGE APPROACH RAMPS MODULAR JOINT REPLACEMENT	Formal - Reso No 15-4642	ODOT	Anna Dunlap	Add new project to 2015-2018 STIP as approved by OTC in April. PE from Key 18589. CN from bottom line of State Bridge FP.
1059	19633	AMTRAK CASCADES PASSENGER RAIL OPERATION 2015-2018	Formal - Reso No 15-4642	ODOT	Amanda Sandvig	Amend the 15-18 STIP to add Amtrak Cascades Passenger Rail Operation 2015-2018 by transferring \$8,588,799 from the Statewide FP and federal match from ODOT Rail.
1060	15598	OR 99-E Bridge at Kellogg Lake	Formal - Reso No 15-4646	ODOT	Amanda Sandvig	Cancel the PE phase of K15598 OR-99E Bridge at Kellogg Lake and add \$1,175,749 to increase the CN phase of K18018 17th Ave Trail: SE Ochoco - SE McLoughlin to \$2,936,639.
1061	18018	17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	Formal - Reso No 15-4646	ODOT	Vaughan Rademeyer	Cancel the PE phase of K15598 OR-99E Bridge at Kellogg Lake and add \$1,175,749 to increase the CN phase of K18018 17th Ave Trail: SE Ochoco - SE McLoughlin to \$2,936,639.
1062	18795	US26 (Powell Blvd) SE 20th - SE 34th	Administrative	ODOT	Vaughan Rademeyer	Amend K18795 US26: SE 20th Ave-34th Ave to move \$350,000 from K18840 Powell-Division Corridor Safety & Access to Transit to increase CN on K18795 to \$2,863,455. Move \$290,000 from K18840 to the Region 1 FP due to scope reduction and change match ratio for K18840 to 11.93%.
1063	18840	Powell-Division Corridor Safety & Access to Transit	Administrative	ODOT	Vaughan Rademeyer	Amend K18795 US26: SE 20th Ave-34th Ave to move \$350,000 from K18840 Powell-Division Corridor Safety & Access to Transit to increase CN on K18795 to \$2,863,455. Move \$290,000 from K18840 to the Region 1 FP due to scope reduction and change match ratio for K18840 to 11.93%.
1064	14429	Kinsman Road: SW Boeckman to SW Barbur	Administrative	Wilsonville	Amanda Sandvig	Combine K19399 into K14429 Kinsman Rd: SW Boeckman - SW Barbur to add a construction phase of \$4,730,000
1065	19399	Kinsman Rd: Boeckman Rd - SW Barber (Wilsonville)	Administrative	Wilsonville	Vaughan Rademeyer	Combine K19399 into K14429 Kinsman Rd: SW Boeckman - SW Barbur to add a construction phase of \$4,730,000
1066	18796	US30BY(Sandy Blvd): NE 105th Ave (Portland)	Administrative	ODOT	Vaughan Rademeyer	Amend K18796 to change the project name to US30BY (Sandy Blvd): NE 105th Ave (Portland) CMR-02 and mile points to 11.58 -11.63
1067	18778	US30: NW McNamee Rd - NW Bridge Ave	Administrative	ODOT	Vaughan Rademeyer	Amend K18778 US30: NW McNamee Rd - NW Bridge Ave to increase CN to \$6,387,000 by adding \$25,000 Bike/Ped Quick Fix funds from K17599.
1068	17516	FFO - I-5: Interstate Bridge - Hassalo St	Administrative	ODOT	Vaughan Rademeyer	Add the project to the 15-18 STIP. Increase PE to \$711,671 and add RW for \$120,000 by moving \$531,671 from the OT phase per Charter & CMR01. This project was already in the MTIP so we just make the programming changes in TT. MKA
1069	19702	Regional Signal System-ConOps & Implementation	Administrative	ODOT	Vaughan Rademeyer	Add K19702 Regional Signal System-ConOps & Implementation with \$167,168 from K19287 and \$947,286 from K19289. Increase K17458 ITS Network with \$14,488 from K17459 and \$5,572 from K19287
1070	9287/1928	Transportation System Management & Operations Program	Administrative	Metro	Caleb Winter	Add K19702 Regional Signal System-ConOps & Implementation with \$167,168 from K19287 and \$947,286 from K19289. Increase K17458 ITS Network with \$14,488 from K17459 and \$5,572 from K19287
1071	17458	ITS Network Equipment	Administrative	ODOT	Vaughan Rademeyer	Add K19702 Regional Signal System-ConOps & Implementation with \$167,168 from K19287 and \$947,286 from K19289. Increase K17458 ITS Network with \$14,488 from K17459 and \$5,572 from K19287
1072	17459	TTIP Enhancement for Arterial Traveler Information	Administrative	ODOT	Vaughan Rademeyer	Add K19702 Regional Signal System-ConOps & Implementation with \$167,168 from K19287 and \$947,286 from K19289. Increase K17458 ITS Network with \$14,488 from K17459 and \$5,572 from K19287
1073	19201	2016 Interstate Sign Replacement	Administrative	ODOT	Vaughan Rademeyer	Cancel K17718 and K19202 to move \$2,140,000 to K19201 2016 Interstate Sign Replacement increasing PE to \$540,000 and CN to \$3,600,000. (Keys 17718 and 19202 are Non-MPO projects).
1074	17268	Red Electric Trail: SW Bertha - SW Vermont Sec	Administrative	Portland	Vaughan Rademeyer	Cancel K14440 and add \$208,660 of unobligated funds to K17268 Red Electric Trail: SW Bertha - SW Vermont Sec to increase PE to \$642,643. Correct rounding on K17268.
1075	14440	SW Capitol Highway: Multnomah to Taylors Ferry	Administrative	Portland	Vaughan Rademeyer	Cancel K14440 and add \$208,660 of unobligated funds to K17268 Red Electric Trail: SW Bertha - SW Vermont Sec to increase PE to \$642,643. Correct rounding on K17268.

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MODIFICATION TYPE	AGENCY	REQUESTED BY	REQUESTED ACTION
1076	18802	I-84 Jordan Rd - Multnomah Falls	Administrative	ODOT	Vaughan Rademeyer	Combine K18803 into K18802 and rename to I-84: Jordan Rd. - Multnomah Falls. Change milepoints to reflect the combined project. This project was not in the MTIP so we migrated the project from 12-15.
1077	18563	US26: Ross Island Intchg NB Conn Deck Overlay	Administrative	ODOT	Vaughan Rademeyer	Add \$35,700 to PE phase from State Bridge FP & \$11,000 to CN from K17601. This is a duplicate, see Amendment Number 1050 from last quarter.
1078	17306	SMART Preventive Maintenance FY13	Administrative	SMART	Patty Fink	Amend K17306 SMART Preventative Maintenance FY13 to cancel project as requested by Patty Fink 7/29/15
1079	18414	SE 120th Ave Extension: S of SE Capps Rd.	Administrative	Clackamas County	Christina Hopes	Slip K18414 SE 120th Ave Extension: S of SE Capps Rd to 2016 and add to 2015-18 STIP
1080	18804	I-205: Johnson Creek - Glenn Jackson Bridge	Administrative	ODOT	Vaughan Rademeyer	Amend K18804 I-205: Johnson Creek - Glenn Jackson Bridge to increase PE to \$540,000 and CN to \$10,966,000 by adding \$100,000 from IM plan \$90,000 from Bridge plan and \$316,000 from K17697. Advance CN to 2017 per ODOT Charter.
1081	17697	US26: SE Powell Blvd at 116th Ave	Administrative	ODOT	Vaughan Rademeyer	Amend K18804 I-205: Johnson Creek - Glenn Jackson Bridge to increase PE to \$540,000 and CN to \$10,966,000 by adding \$100,000 from IM plan \$90,000 from Bridge plan and \$316,000 from K17697. Advance CN to 2017 per ODOT Charter.
1082	18806	US26: Cornelius Pass Rd - NW 185th Ave	Administrative	Hillsboro	Vaughan Rademeyer	Amend K18806 US26: Cornelius Pass Rd - NW 185th Ave to increase CN to \$30,931,636 with \$5M JTA from the FP per SB270 and \$9M Local Agency Funds. Change state match on Urban STP to JTA.
1083	19301	Southwest in Motion (SWIM)	Administrative	Portland	Vaughan Rademeyer	Slip funding to 2016
1084	19299	Portland Central City Safety Project - Phase 2 Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Administrative	Portland	Amanda Sandvig	Amend K19299 Portland Central City Safety Project - Phase 2 to increase PL to \$949,515 by moving \$670,901 from PE. Slip PE to 2017.
1085	18311	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	Administrative	Tigard	Vaughan Rademeyer	Slip CN to 2017
1086	19327	SE 129th Avenue - Bike Lane and Sidewalk Project	Administrative	Tigard	Amanda Sandvig	Amend K19327 to correct the project name to: Fanno Crk Trail: Woodard Pk-Bonita Rd/85th Ave-Tualatin Br.
1087	19280		Administrative	Happy Valley	Kelly Jacobsen	Change \$1,597,491 of CN fed funds to Urban STP as requested by Kelly Jacobsen. Slip RW to 2017 and CN to 2018.
1088	19100	US26 ATMS/ITS	Administrative	ODOT	Matt Freitag	Amend K19100 Region 1 Active Traffic Management (ATM) (TIGER) to increase CN to \$14,105,000 by adding \$2.5M (shown as A/C) award from Oct 2015 OTC meeting.
1089	19099	OR224/OR212 Corridor ITS	Administrative	ODOT	Vaughan Rademeyer	Amend K19099 OR224/OR212 Corridor ITS to add a CN phase of \$700,000 as awarded by the OTC in October 2015.
1090	19204	I-205 Pacific Hwy - Abernathy Bridge	Administrative	ODOT	Vaughan Rademeyer	Amend K19204 I-205: Pacific Hwy - Abernathy Bridge to add a CN phase of \$7M as awarded by the OTC in October 2015.
1091	17757	Main St Ph2: Rail Corridor-Scoffins	Administrative	Tigard	Seth Brumley	Slip PE to 2017 and ROW and CN to 2018 for project K17757
1092	18841	OR217: Allen-Denney Southbound Split Diamond	Administrative	ODOT	Ana Jovanovic	Amend K18841 OR217: Allen-Denney Southbound Split Diamond to reduce CN to \$5,095,832 to match the Draft IGA by removing \$20,473 Enhance Federal funds and \$525,685 Statewide Enhance Match and reducing local agency funds by \$2,008
1093	19356	OR212: UPRR Structure - Rock Creek	Administrative	ODOT	Matt Freitag	Amend K19356 OR212: UPRR Structure - Rock Creek to change the highway to no.171
1094	16150	OR213: Intersection Improvements Couch - Division	Administrative	ODOT	Vaughan Rademeyer	Amend K16150 OR213: Intersection Improvements Couch - Division to increase CN to \$4,912,740 by adding \$438,740 Regional funds.
1095	18306	East Metro Connections ITS	Administrative	Gresham	Sam Hunaidi	For project K18306 move \$120k from OTH phase and \$175k from CN phase to increase PE to \$355,000
1096	18795	US26 (Powell Blvd) SE 20th - SE 34th	Administrative	ODOT	Nate Scott	Slip K18795 US26 (Powell Blvd): SE 20th-34th CN to 2017
1097	19691	I-84 AND I-205 BARRIER INSTALLATION	Administrative	ODOT	Vaughan Rademeyer	Add new project Key19691 I-84 and I-205 Barrier Installation with \$5,600,000 award from the OTC in October 2015

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## QUARTERLY REPORT

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GRANT: FY 2016 PL

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Air Quality Program</b>	<b>BUDGET:</b>	<b>\$26,689</b>
		PL	\$26,689

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$2,078

BALANCE: \$24,611

### **NARRATIVE:**

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

The state and federal component of the Air Quality Program is the Air Quality Conformity Determination (AQCD) which is a technical analysis to determine the air quality impacts of the RTP and MTIP. An AQCD determination is made during the update to each MTIP and RTP or when amendments to the MTIP or RTP warrant a re-evaluation of air quality impacts. The AQCD analysis requires special coordination with staff from Oregon Department of Environmental Quality (DEQ) and other regional, county, city and state agencies and is guided by rules set forth in the Portland Area Second 10-Year Maintenance Plan, which is a component of the State Implementation Plan (SIP). The SIP is overseen by DEQ and approved by the U.S. Environmental Protection Agency (EPA). The Portland Area Second 10- Year Maintenance Plan is set to expire in October 2017. When Metro seeks approval of an AQCD the review and approval process are done in consultation with DEQ and EPA, but joint approval is issued by the Federal Highway Administration and Federal Transit Administration.

In addition to the state and federal components, the Air Quality Program includes participation and partnerships on other regional initiatives.

### **Major accomplishments for this reporting period:**

#### **Milestones:**

- Continual monitoring and reviewing of new federal and state air quality-related rulemaking as it pertains to transportation conformity
- Initial discussions with Oregon Department of Environmental Quality (DEQ) on partnership opportunities to support supplemental air quality analysis work DEQ pertaining to new federal air quality rule making and state legislature request.

#### **Deliverables:**

- None at this time.

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

**Milestones:**

- Initial scoping of work plan and strategy for the air quality conformity analysis for the 2018-2021 MTIP
- Follow up conversations and coordination of EPA Region X quarterly call to address different air quality issues
- Continual monitoring and reviewing of new federal and state air quality-related rulemaking as it pertains to transportation conformity
- Coordination activities with Oregon DEQ to support implementation of new federal and state air quality-related rulemaking or state legislature requests.

**Deliverables:**

- Internal staff one-page work plan proposals for the 2018-2021 MTIP and 2018 RTP air quality conformity analysis (delayed from October 1 – December 31, 2015)
- Internal Metro staff memorandums and briefings on new federal and state air quality regulations (delayed from October 1 – December 31, 2015)
- As identified and determined, potential modeling or policy analysis products developed in conjunction with Oregon DEQ related to implementation of new federal and state air quality-related rulemaking.
- First EPA Region X transportation conformity quarterly conference call to discuss transportation and air quality issues.

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## QUARTERLY REPORT

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GRANT: FY 2016 PL  
FY 2015 STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Local Partnerships</b>	<b>BUDGET:</b>	<b>\$260,004</b>
		PL	\$93,917
		STP	\$6,062
		Metro	\$160,025

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$16,998

BALANCE: \$243,006

### NARRATIVE:

State planning rules require city and county transportation system plans (TSPs) to be updated in tandem with periodic updates to the Regional Transportation Plan (RTP) to ensure consistency. Metro works with local governments to establish a compliance timeline for these local plan updates, with most jurisdictions required to complete local planning within three years of adoption of an updated RTP. While state planning grants fund some of the local work, the compliance timeline is developed in recognition of the fact that most jurisdictions do not receive state funding to complete this work.

To support these local TSP activities, Metro planning staff liaisons are assigned to each of the 25 cities and three counties in the region. In this capacity, Metro staff assists local jurisdictions in reviewing state and regional planning requirements, and participate on local technical committees to help ensure local transportation planning efforts meet state and regional requirements for TSPs.

The current RTP was adopted in July 2014, triggering another round of local transportation system plan updates. In FY 2015-16, Metro staff will continue working with local jurisdictions to ensure that local TSPs are once again updated for consistency with the regional plans. The UPWP budget includes contingency funding in anticipation of this local implementation work, but also acknowledging the current uncertainty surrounding MPO funding in Oregon at this time. As part of the 2015-16 Metro budget and UPWP, these contingency funds will be more specifically programmed as either FTE or personal services funding dedicated to the RTP implementation, depending on the stability and levels of funding expected from federal planning grants at that time.

### Major accomplishments for this reporting period:

- Training opportunity to support local TSP update
- Staff participation on TSP advisory committee

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

- Staff participation on TSP advisory committee

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## QUARTERLY REPORT

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GRANT: FY 2016 PL

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION: **Title VI and Environmental Justice** **BUDGET: \$113,658**  
PL \$113,658

PERIOD COVERED: October 1, 2015 – December 32, 2015

EXPENDED TO DATE: \$82,350

BALANCE: \$31,308

### NARRATIVE:

Metro's transportation-related public involvement policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; the President's 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 for this reporting period:

- Submitted updated Title VI Program to FTA, including updated agency Limited English Proficiency Plan.
- Updated data and analysis for corridor-specific Factor One assessment as part of the Department of Justice's Four-Factor Analysis for Limited English Proficiency populations for the Southwest Corridor and Powell-Division corridor, using 2014 American Community Survey and public schools data.
- Continued to coordinate with the development of the Metro Equity Strategy.
- Continued strategy development to address public recommendation on the 2014 Civil Rights Assessment on the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), which will expand to become, in part, the Transportation Equity Analysis process to be used in future planning efforts.
- Continued engaging with environmental justice advocates to include their perspectives in the development of the 2018 RTP work plan and public engagement strategy and the development of the next MTIP and regional flexible funds allocation processes.
- Finalized agency practice to improve consistency and breadth of demographic data collection through public involvement events/surveys.
- Continued to meet with and brief Title VI/LEP/EJ community organizations in the Southwest Corridor to build relationships, discuss benefits and burdens of the project, and collaborate on future strategies for community outreach.
- For the Powell-Division corridor study, surveyed bus riders in English, Spanish, Russian, Chinese and Vietnamese; held focus groups with members of the Chinese, Vietnamese, Spanish-speaking, Russian speaking, Bhutanese, Tongan, African-American, and African immigrant communities, people with disabilities and youth to elicit preferences on bus rapid transit station locations; engaged with potentially impacted business and property owners in multiple languages; held a Cantonese language meeting with business owners.

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

- Continue to coordinate with the development of the Metro Equity Strategy.
- Continue strategy development to address public recommendation on the 2014 Civil Rights Assessment on the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), which will expand to become, in part, the Transportation Equity Analysis process to be used in future planning efforts.
- Continue engaging with environmental justice advocates to include their perspectives in the development of the 2018 RTP work plan and public engagement strategy and the development of the next MTIP and regional flexible funds allocation processes.
- Continue to meet with and brief Title VI/LEP/EJ community organizations in the Southwest Corridor to build relationships, discuss benefits and burdens of the project, and collaborate on future strategies for community outreach; deliverables to include findings from transit rider outreach effort.
- For the Powell-Division corridor study, continue identifying translation needs, engaging environmental justice populations, and establishing relationships and partnerships with organizations serving environmental justice populations, including Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant community discussions and youth outreach; continued to explore strategies to avoid market-based displacement due to regional investment project outcome.



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## QUARTERLY REPORT

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GRANT: FY 2016 PL  
FY 2015 STP  
FY 2010 STP - Guidebooks

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Designing Livable Streets</b>	<b>BUDGET:</b>	<b>\$324,762</b>
		PL	\$89,760
		STP	\$78,852
		STP - Guidebooks	\$100,000
		Metro	\$56,150

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$111,861

BALANCE: \$212,901

### NARRATIVE:

Metro's "Designing Livable Streets" was established to provide a set of tools for achieving regional livability goals, including safety and health, and to encourage local jurisdictions to design streets that better support the 2040 Growth Concept. The program started with the release of the *Creating Livable Streets* handbook in 1997. Since then the program has grown to include a suite of handbooks: *Green Streets*, *Trees for Green Streets*, *Green Trails: Guidelines for Environmentally Friendly Trails*, and *Wildlife Crossings: Providing safe passage for urban wildlife*. The Designing Livable Streets implements Regional Transportation Plan (RTP) design policies for regional transportation facilities and includes ongoing involvement in local transportation project conception, funding, and design. Metro's Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines. This program also addresses Federal context-sensitive design solutions initiatives and MAP-21 requirements to develop mitigation strategies to address impacts of the transportation projects.

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

The handbooks were last updated in 2002 (with the exception of the *Wildlife Crossings*, which was completed in 2009) and content needs to be updated to reflect the state of the practice in transportation and incorporate missing topics, including designing for safety, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multi-modal environments, trail design, cycletracks and other protected bikeways and bicycle and transit interaction. These themes will be reflected in a comprehensive update to the published documents planned for FY 2014-15. At the same time, different formats and methods for sharing the information (e.g. digital, design workshops) need to be considered. The update will be coordinated with other related UPWP planning activities, including the Regional Transportation Plan, Regional Transit Plan, Regional Travel Options Program, Regional Freight

Program, Regional Mobility Program, Metropolitan Economic Atlas & Infrastructure Investment Action Plan, and corridor refinement plan activities.

Working with experts within Metro and partners across the region, an update of the program will determine how Metro can continue to best serve cities, counties and residents working to develop livable and complete streets in the region.

**Major accomplishments for this reporting period:**

- Wrap up survey and interviews with key stakeholders
- Summary of survey(s), interviews and scans
- Draft RFP for project consultant activities
- Ongoing coordination with RTP work groups, RTP, and Regional Snapshot
- Mark Fenton event in Beaverton
- Confirm members of technical work group
- Develop technical work group purpose, meeting dates and meeting purpose
- Scope two more case studies
- Thoroughly review documents and begin to mark up
- Maintain and enlarge on web page
- Continue to refine work group meeting schedule and products
- Updates to TPAC, MTAC and other groups
- Ongoing coordination with trails staff on update of regional trails system plan

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

- ODOT approval of consultant RFP scope of work
- ODOT consultant selection process
- Hire consultant
- Begin consultant tasks
- Write short briefs on topical issues (e.g. lane width)
- Finalize trail lighting white paper
- Update webpage as needed
- Update fact sheet and timelines as needed
- Select Duke Engage Intern to assist with photo library
- Send current guidelines to technical work group members
- Solidify dates for presentations, best practices tours and other engagement activities
- Confirm presenters and activity details
- Draft technical work group meeting materials
- Ongoing coordination with RTP work groups, RTP, and Regional Snapshot
- Updates to TPAC, MTAC and other groups as needed
- Ongoing coordination with RTP work groups, RTP, and Regional Snapshot
- Ongoing coordination with trails staff on update of regional trails system plan

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## QUARTERLY REPORT

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FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: October 1, 2015 – December 31, 2015

### **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 for this reporting period:**

- Continued outreach on decisions to narrow Powell-Division corridor study transit alternatives and potential routes; deliverables include public engagement reports and summaries regularly shared with steering committee and project partners, survey of bus riders, focus groups, and engagement with potentially impacted business and property owners..
- Continued stakeholder and public outreach to begin determination of a locally preferred investment package for the Southwest Corridor; deliverables include public engagement reports and summaries regularly shared with steering committee and project partners.
- Continued to develop strategy for engagement and public comment period to update regional flexible funding allocation and Metropolitan Transportation Improvement Program policies in spring 2015.
- Continue to develop strategy for engagement and public comment period to update the Regional Transportation Plan in through 2018.
- Develop strategy for engagement and public comment opportunities for the regional flexible funds portion of the Metropolitan Transportation Improvement Program through 2016.

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

- Publish the 2014-15 annual agency public involvement report (holding for results of community summit, above; delayed for Opt In survey on public involvement to include in report).
- Continue outreach on decisions to narrow Powell-Division corridor study transit alternatives and potential routes
- Continue stakeholder and public outreach to begin determination of a locally preferred investment package for the Southwest Corridor, specifically the selection of a high capacity transit mode to serve the residents of the corridor.
- Public comment opportunity (online poll) for update to regional flexible funds allocation and Metropolitan Transportation Improvement Program policies to include questions to inform the Regional Transportation Plan – including refinement of performance measures and a transportation equity analysis – and Metro's strategic plan to improve equity, diversity and inclusion.

- Continue to develop strategy for engagement and public comment opportunities to update the Regional Transportation Plan in through 2018.

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## QUARTERLY REPORT

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GRANT: FY 2015 STP  
FY 2016 TSMO STP  
FY 2014 TSMO STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Transportation System</b>	<b>BUDGET</b>	<b>\$193,735</b>
	<b>Management &amp; Operations –</b>	STP	\$61,550
	<b>Regional Mobility</b>	TSMO STP	\$112,288
		Metro	\$19,897

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$68,812

BALANCE: \$124,923

### NARRATIVE:

#### Description

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

#### Major accomplishments for this reporting period:

- Manage projects funded with FY2016-2018 MTIP to advance priority projects as identified in the 2010 Regional TSMO Plan (ONGOING)
  - Milestone: A scope of work was finalized and approved in an IGA Work Order Contract for Portal project (MTIP ID #70834 ODOT Key #19673) for the regional transportation data archive.
  - Milestone: A stakeholder meeting was held to provide direction for the TripCheck Travel Information Portal (TTIP) Enhancement project (ODOT Key # 17459) and ODOT will draft a scope of work for review next quarter.
  - Milestone: The MTIP/STIP amendment process began to fully fund the purchase of ITS Network Equipment (MTIP ID 17458 ODOT Key 17458).
  - Update: Discussions began between Metro, ODOT and City of Beaverton on the Washington Square Area Adaptive project (RTP #10602) to consider the scope of the project and agencies involved before amending the project into the MTIP/STIP.
  - Update: Metro staff worked closely with ODOT Local Area Liaisons to review all upcoming TSMO and ITS projects.

- Provide strategic and collaborative program management including coordination of activities for TransPort and regional TSMO-related forums.
  - Deliverables: TransPort meetings were held October 14 and December 9 at ODOT Region 1. November was canceled due to light agenda. The October meeting included an overview of the ODOT digital traffic video and an update from the Traffic Incident Management Coalition. The December meeting included a demo of a “Virtual Bicycle Detection System” as well as an update on a “Smart Red Light Running Protection with Red Clearance Extension” pilot in Washington County.
  - ITS Network Management Team Meeting was held at TriMet December 15, 2015 at TriMet (Center Street Office). The ITS NMT is a subcommittee of TransPort that is responsible for coordinating and approving services that use the fiber network for transferring data. The meeting focused on new ways to share ODOT digital traffic video, connecting to SW Washington agencies and other updates.
  - Cooperative Telecommunications Infrastructure Committee (CTIC) meeting was held November 18, 2015 at the City of Beaverton. The committee discussed potential changes in how City of Beaverton connects to the ITS Network; and, that City of Portland will be closing the Portland building to remodel. During the Portland remodeling, access will be granted for authorized CTIC members if any maintenance is needed on the network equipment. The ITS Network Equipment purchase was also discussed (under #1, above).
- 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)
  - See Portal and TTIP project milestones under #1, above.
- Begin to scope project to upgrade or replace the Regional Signal System and form partnerships. (ONGOING)
  - Continued process to amend this project into MTIP/STIP.
- Begin scoping TSMO Plan Update by exploring prioritized topics such as equity, safety, transit signal priority and asset management. (ONGOING)
  - Discussed expediting the transit signal priority planning with City of Portland, TriMet and ODOT. Agency partners will bring the discussion to TransPort in January.
- Regional ITS Architecture Update (See separate quarterly report)
- ITS Communications Master Plan (See separate quarterly report)
- Support Congestion Management Process including the Regional Mobility Corridor Atlas Update (2014-15) (ONGOING)
  - Deliverable: The Regional Mobility Corridor Atlas 2.0 was posted to the web in July 2015: <http://www.oregonmetro.gov/mobility-corridors-atlas>. During a series of Metro staff meetings, TSMO staff made observations by corridor. Findings will be summarized.

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

- Additional TSMO '16-'18 projects will be amended into the MTIP/STIP.
- TSMO program coordination will continue with monthly TransPort and related meetings.
- Regional Signals Systems project will be amended into the MTIP/STIP.
- TSMO Plan update project will be amended into the MTIP/STIP; or, an expedited transit signal priority planning effort will be amended into the MTIP/STIP.
- Regional Mobility Corridor Atlas will continue to be rolled out to agency partners.

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## QUARTERLY REPORT

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GRANT: STP RTO  
STP ODOT

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Transportation System Management &amp; Operations – Regional Travel Options (RTO)</b>	<b>BUDGET</b>	<b>\$2,280,818</b>
		STP RTO	\$1,603,578
		STP ODOT	\$443,000
		Metro	\$234,240

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$649,990

BALANCE: \$1,630,828

### 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).

The following updates are in order of the UPWP TSMO RTO section on tangible products expected in fiscal years 2015-16:

#### **1. Develop and update tools to support coordination of RTO partners marketing activities including a marketing plan, calendar and shared marketing materials. (ONGOING)**

- In December, Metro, ODOT worked with contractors to finish the evaluation report for an individualized marketing plan and community outreach effort in Cedar Hills.
- Metro working with contractor to begin work for a set of outreach materials on Safe Routes to School available for partners in September.
- The implementation phase of an individualized marketing project in Milwaukie/Clackamas County continued with partners and contractors through December.
- Metro staff worked with contractors to finish implementation of a Spanish language rideshare outreach campaign (funded by ODOT). Report for project began.

This quarter's earned-media effort included one newsfeed story, a video and infographic:

Safe Routes to suburban schools: 4 questions for Tigard's coordinator. In a large suburban school district, how can more kids walk and bike to school? That's what Liz Hormann works on each day. Liz Hormann is Tigard's first Safe Routes to School coordinator, working with planners, school staff, parents and students to increase the number of kids walking, biking and rolling to school in the Tigard-Tualatin School District. The program is funded through Metro's Regional Travel Options grant program.

Stories can be found here: <http://www.oregonmetro.gov/news/topic/land-and-transportation>

Implementing FY 2015/2016 efforts will continue with a marketing work plan to be introduced at the January Collaborative Marketing Group meeting.

- Providing partners with spring Bike Month content package.
- Planning for summer pedestrian safety campaign

**2. Develop, reprint and distribute an updated version of the Bike There! map through area retail outlets, distribute free copies of the map to youth and programs that serve low-income and transportation underserved populations. (ONGOING)**

- Marketing and advertising efforts ended in October 2015.

**Next Quarter:**

- Continuing outreach to current and possible retail vendors

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

- The Metro Regional Network, [www.DriveLessConnect.com](http://www.DriveLessConnect.com) added 683 new users between October and December, 2015. The Regional Network has a total of 14,686 users, with 3407 active. Total Savings this quarter were \$172,761; 24,898 gallons of gas; and, 460,519 pounds of CO2.
- Metro staff contributed to partners participating in the October, 2015 The Oregon Statewide Drive Less Connect Challenge. The numbers above reflect the region's participation in the Challenge and helped contribute to the statewide total of 777,119 miles in bike, bus, train, carpool, vanpool and walk trips.
- Metro provides contact information for vanpool providers Enterprise Rideshare and vRide, and keeps a list of active vanpools up to date with information for commuters to join the vans: <http://www.oregonmetro.gov/vanpool>. There have not been any changes this quarter.
- Drive Less Connect requests numbered 50 support calls and emails for the second quarter. Calls included user, administrator and consultant support. These numbers have increased slightly this fall. Sixteen (16) hours of support time was dedicated to more complex network problems, increased interest from businesses and requests for support from users within the region and existing network administrators.
- Ten (10) new networks and two new administrators were added to Drive Less Connect. Training continues as needed for both new users and network administrators.
- Tigard Safe Routes to Schools (SRTS) is currently working with the Metro Regional Network Administrator to create eight new school pool networks in an effort to engage parents of children attending grade school and middle school to develop a walking bus system and develop parent rideshare connections.
- RTO staff continue to attend Oregon Drive Less Connect and tri-state RideshareOnline meetings.

**Next Quarter:**

Training for the new SRTS administrator will begin in January, 2016. Staff will attend the Oregon State ToGo meeting in January, 2016 to discuss Drive Less Connect with other regional and state partners to determine next steps. Staff will report on their findings next quarter.



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

- In addition to Metro progress reported in other items, staff continued scoping the 2013-2015 RTO program evaluation.

**Next Quarter:**

- Metro RTO 2013-2015 program evaluation procurement process.
- TriMet Q1 and Q2 reports are expected later in January and will be reported next quarter.
- Wilsonville SMART progress.

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

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

**Next Quarter:**

- Ongoing

**6.&7. Implement and manage FY 13-15 Regional Travel Options grants. (ONGOING) & Solicit and award FY 15-17 Regional Travel Options grants. (ONGOING)**

- Staff managed 18 project grants from the FY 15-17 RTO grant round (\$2.1 million+match). Grant progress for this quarter is below.
- Beaverton School District, Safe Routes to School Program– Deliverable: Grant Agreement executed. Beaverton SD has contracted with Lynne Mutrie to provide SRTS program services. Progress update is due in January and will be reported next quarter.
- Bicycle Transportation Alliance, Expanding Access to Bicycling– Statistics from the September Bike Commute Challenge were reported including 10,772 participants at 1,152 participating workplaces, logging a total of 1,247,886 miles of bike commuting.
- City of Gresham, Gresham Sharrows– No activity this quarter.
- City of Lake Oswego, Active Transportation Counters– Deliverable: Grant Agreement executed. No further activity in 2<sup>nd</sup> quarter.
- City of Tigard, Safe Routes to School Coordinator– Deliverable: Grant Agreement executed. Held event – Walking School Bus – for October 7 Walk & Bike to School Day, at Templeton Elementary. Over 150 students participated; students that rode the school bus took a walk around the school track before beginning their school day. The event raised awareness of the need to create safer routes and the importance of physical activity, in a fun and celebratory manner.
- Clackamas Community College, Student Transportation Initiative - Clackamas Community College staff reported the results of their marketing efforts increased shuttle ridership by 18%. They credit a combination of updated marketing materials and consistent student, staff, and

faculty engagement has led to 875 riders per week. Ride sharing, biking and walking is also supported through updated information: <http://www.clackamas.edu/Transportation/> .

- Clackamas County Signage Project – County has completed final design and fabrication of signs. County has resolved siting issues, or identified alternate locations for sign installation. Progress update is due in January and will be reported next quarter.
- Drive Oregon - E-bike Pilot Project –PSU's John MacArthur and Nicholas Kobel's paper on the E-bike Pilot Project was accepted to be presented at the Transportation Research Board 2016 Annual Meeting. E-bike marketing materials were produced: <http://driveoregon.org/discover/ebikes/>. Drive Oregon presented marketing materials and pilot results to date at the RTO CMG meeting November 10, 2015, 3:00pm at Metro.
- Explore Washington Park (formerly Washington Park TMA) will begin their FY15-17 to install trail wayfinding signage to help visitors navigate to and from transit stops.
- Gresham ChamberE County Bicycle Tourism Initiative– Deliverable: Program manager Lynn Weigand announced her resignation from the Chamber, effective December 31. The Chamber is searching for her replacement and intends to have a new program manager hired by the end of January 2016. Progress update is due in January and will be reported next quarter.
- Home Forward – Deliverable: Report on use of Location-Efficient Housing toolbox, update on other events related to this grant work. Project received a Technology Transfer grant of \$15,757 from the NITC program of TREC. This grant will pay for additional education and information sharing on how this tool can help renters consider their transportation costs when choosing where to live. Final report submitted; project is completed.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Deliverable: Grant Agreement executed. Progress update is due in January and will be reported next quarter.
- National SRTS Alliance, Regional SRTS Plan – Execution of this grant agreement has been on hold, pending the outcome of a state grant application. That grant was not awarded, the grant agreement will be executed in Q3 15-16.
- Portland Bureau of Transportation, Active Portland: Open Streets, Connected Communities– Deliverable: Grant Agreement finalized. Metro and PBOT have been working to finalize subrecipient agreements with three community non-profit organizations that will be doing a portion of the work tasks of this project.
- Portland Community College, TDM Coordinator & Bicycle Improvements – Deliverable: Grant Agreement still in the process of being finalized. PCC had requested a number of changes to the standard agreement form, and had requested edits to the project scope of work. Those changes have been agreed to by both parties, and Metro is awaiting a signed agreement to be returned by PCC.
- Portland Parks, Washington Park TMA – Washington Park TMA re-branded as Explore Washington Park, posted a visitor report <http://www.explorewashingtonpark.org/about/reports> and concluded the FY13-15 RTO Grant.

- Portland Public Schools, Healthy Travel Options to School – Deliverable: PPS is partnering with Oregon Walks. Oregon Walks is doing the bulk of the outreach and engagement with schools. OW has hired an outreach and volunteer coordinator to do this work.
- Ride Connection, RideWise Urban Mobility Support & Training – Deliverable: Progress update is due in January and will be reported next quarter.
- Verde, Living Cully Walks, Phase 1 & 2 –A follow-up survey for Phase 1 reached 107 community members. Analysis showed a 9.38% total average decrease across age groups in motor vehicle use to access respondents' top three park destinations. Phase 2 saw the beginning of Expresiones curriculum development (charter, briefs, records, prototypes, and lesson plans). Also a temporary wayfinding system at 17 locations was installed to gather feedback to inform a permanent system.
- Washington County, Washington County Travel Options Planning – Washington County posted an RFP for a Transportation Demand Management Assessment with proposals due in December.
- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach– Deliverable: Grant Agreement finalized. Progress update is due in January and will be reported next quarter.
- Westside Transportation Alliance TMA – Released Reimagine Suburban Bike Parking to guide efforts to create more long-term and short-term bike parking in Washington County. December 10, WTA held a workshop for Transportation Coordinators on how to market options to employees with BRINK Communications.

**Next Quarter:**

- Progress updates from RTO grantees.

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## QUARTERLY REPORT

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GRANT: FY 2015 STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Freight Plan</b>	<b>BUDGET:</b>	<b>\$108,586</b>
		STP	\$97,434
		Metro	\$11,152

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$31,785

BALANCE: \$76,801

### 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.

### Milestones/deliverables for this reporting period:

- Participated in Portland Freight Committee meetings in October, November and December 2015.
- Participated in quarterly State Oregon Freight Advisory Committee in December 2015 at the Port of Portland,
- Participated in the Regional Over-Dimensional Truck Route Study kick-off meeting in late October and the project management team (PMT) meeting in December 2015.
- Attended the Columbia Corridor Association's 'Keep Oregon Freight Moving' presentation on October 28, and the Trade and Logistics Stakeholder Workshop on November 13<sup>th</sup>.
- Reviewed Fixing America's Surface Transportation (FAST) Act sections on federal funding for freight, and participated in subcommittee on FAST Act project ideas for the region in December.
- Provided mapping services to City of Portland for the Regional Over-Dimensional Truck Route Study.

### Milestones/deliverables for the next reporting period:

- Participate in Portland Freight Advisory Committee and Oregon Freight Advisory Committee
- Participate in PMT meetings for the Regional Over-Dimensional Truck Route Study in February and March of 2015.
- Implement plan for reallocating Region Freight (MTIP) dollars to upcoming freight programs (including data gathering for the Behavior Based Freight Model and the Export Atlas) and seek regional partner's support for the upcoming work programs.
- Facilitate the first meeting of the Regional Freight Work Group on January 20, 2016; and prepare agenda and presentation material.
- Develop a work group schedule and draft agenda items for 2016-17 Regional Freight Work group meetings.
- Develop strategy for the Regional Freight Plan update; complete work plan for 2018 Regional Freight Strategy. (ON-GOING).

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## QUARTERLY REPORT

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GRANT:                      FY 2016 PL  
                                 FY 2015 STP  
                                 Other Funds

FISCAL YEAR:              FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>GIS Mapping and Land Information</b>	<b>BUDGET:</b>	<b>\$1,753,816</b>
		PL	\$313,343
		STP	\$486,198
		Metro	\$450,000
		Other Funds	\$504,275

PERIOD COVERED:              October 1, 2015 – December 31, 2015

EXPENDED TO DATE:              \$384,833

BALANCE:                      \$1,368,983

### **NARRATIVE:**

The Data Resource Center (DRC) performs the following primary activities:

- **Data Collection:** Maintains an inventory of land-related geographic data (Regional Land Information System - RLIS), which are the foundation for providing services to the DRC's array of clients. Primary data are collected for land use and transportation planning, solid waste management, performance measures, and the transport and land use models.
- **Client Services:** Technical assistance and Geographic Information System (GIS) products and services to internal Metro programs, local jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), and external customers (private-sector businesses and the public). The DRC provides services and products to local government partners and RLIS subscribers.
- **Performance measures:** Geographic databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.
- **Transportation System Monitoring:** An inventory of transportation-related data is maintained and updated to benchmark characteristics of the transportation system. The work elements consist of the compilation of regional data, the review and interpretation of national reports, and the processing of data requests.

### **Major accomplishments for this reporting period:**

#### Regional GIS Coordination and Internal/External Service Infrastructure

- Managed contract for 2015 regional aerial orthophoto flight representing the Regional Orthophoto Consortium
- Delivered RLIS Live quarterly updates on schedule
- Provided ongoing RLIS customer support
- Provided customer service support for the DRC map counter and Metro lobby desk
- Continued coordination of regional annexation processing, reporting and technical support for the annexation record search application
- Managed contract to collect regional vehicle counts

- Continued collaboration with local partners on the development of shared systems for managing and illustrating data and indicators
- Hired Research CenterEnterprise Services Manager
- Issued RFP for on-call developer services

#### GIS Data Development and Maintenance

- Developed regional canopy layer in partnership with PSU
- Developed new interface for regional trail and traffic counts analysis

#### GIS Tools, Systems, Analysis & Mapping

- Provided Limited English Proficiency Populations analysis for outreach projects for Communications, Parks and Nature and Solid Waste and Recycling departments
- Provided mapping, data, and analysis for Metro's Regional Equitable Housing Report
- Provided data and mapping for the Regional Trails System Plan
- Provided mapping and analysis in support of the Regional Parks and Natural Areas System Plan
- Provided mapping in support of the City of Portland's proposed zoning changes
- Provided data, mapping and analysis and an online mapping application in support of the State of the Centers report
- Provided data, mapping and analysis support to the Regional Transportation Plan, the Metropolitan Transportation Improvement Program and the Regional Flexible Funds Allocation
- Continue to develop enterprise and program-level data in support of the Parks and Nature department's goals
- Provided data, mapping and analysis in support of the Title 13 reporting process
- Continued coordination and support to regional annexation processing
- Provided analysis support to the land development monitoring project
- Provided analysis support to the Regional Disaster Debris program
- Completed phase 1 of the standardization and coordination of regional demographic data
- Provided data and analysis support to the Regional Solid Waste Flow Model

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

- Deliver RLIS Live quarterly updates on schedule
- Provide ongoing RLIS customer support
- Continue to provide excellent customer service at the DRC front counter
- Convene annual RLIS Subscriber meeting
- Continue standardization and coordination of regional demographic data
- Standardize and share regional vehicle count data with local partners
- Continue to develop enterprise and program-level data in support of the Parks and Nature department goals
- Provide data, mapping, and analysis in support of final Title 13 report
- Hire a Research Center and Director Administrative Assistant
- Continue to provide analysis support to the land development monitoring project
- Provide data, mapping and analysis support to the Economic Value Atlas

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## QUARTERLY REPORT

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GRANT:                      FY 2016 PL  
                                 FY 2015 STP  
                                 FY 2016 ODOT Support  
                                 FY 2016 TriMet Support

FISCAL YEAR:              FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Economic, Demographic and Land Use Forecasting</b>	<b>BUDGET:</b>	<b>\$600,999</b>
		PL	\$125,425
		STP	\$6,822
		ODOT Support	\$148,621
		TriMet Support	\$161,322
		Metro	\$157,909

PERIOD COVERED:        October 1, 2015 – December 31, 2015

EXPENDED TO DATE:     \$187,443

BALANCE:                 \$413,556

### NARRATIVE:

The economic, demographic and land use forecasting (ELUF) section is a research arm within Metro's Research Center. Our primary mission is to provide historical and forecast estimates of economic, population and land use information to Metro's transportation planners and land use planners. We provide historic estimates as benchmark information to help calibrate the travel demand model and provide performance metrics to help planners understand current conditions. We also provide forecast estimates for various geographies ranging from regional all the way down to transportation analysis zones (TAZ) to help regional planner's project future economic, land use and or transportation conditions. Because some investments in transportation or land use projects have a very long lead time before they materialize, we provide economic and demographic projections that range from 20 to 50 years out into the future. These projections are used by transportation planners to study corridor transportation needs, formulate regional transportation plans, and analyze economic impacts of climate change assumptions and to develop land use planning alternatives, which include performance-based growth management and urban / rural reserves studies.

Long-range projections are subject to change, so we provide regular updates and forecast revisions of our long-range economic and demographic projections in order to incorporate the latest changes in economic assumptions and variations in demographic trends. We regularly update with new information about existing conditions; but, because we recognize that futures forecasts can be very uncertain, we also generate "risk-ranges" that attempt to quantify the uncertainty in our baseline growth projections. Risk analysis entails generating alternative growth scenarios and evaluating their economic, demographic and land use impacts and reporting these findings.

**Major accomplishments for this reporting period:**

- Forecast operations using MetroScope at 2015 base year configurations.
- 1<sup>st</sup> Review: base year data reviewed by local jurisdictions: 2015 household count, 2015 employment count and 2015 BLI estimates
- 2<sup>nd</sup> Review: DRAFT 2040 TAZ growth forecast allocations by households and employment (anticipate final acceptance next quarter by Metro Council under ordinance) – DRAFT TAZ forecast to modeling services for preliminary analysis in keeping to the 2019 RTP update schedule
- Validation of SP survey data (PSU and RIT); report due next quarter
- Metro Council “picks” a point forecast from the range – provided necessary supporting documentation and information
- Analytical support to Metro Council to complete UGB decision
- Routine validation exercise to confirm accuracy level of MetroScope model

**Planned major accomplishments/milestones for next reporting period:**

- Finalize 2040 TAZ growth forecast allocation – includes review and acceptance by ordinance of allocation by Metro Council
- Deliver FINAL TAZ forecast to modeling services
- Draft ordinance for Metro Council to accept 2040 TAZ Forecast
- Consultant report regarding validity of SP survey data
- Start contract negotiations for next phase of residential SP – analysis of stated preferences and market share analysis
- MetroScope modeling and forecasting validation – continued



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## QUARTERLY REPORT

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GRANT:                      FY 2016 PL  
                                 FY 2015 STP  
                                 FY 2016 ODOT Support  
                                 FY 2016 TriMet Support

FISCAL YEAR:              FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Model Development Program</b>	<b>BUDGET:</b>	<b>\$934,920</b>
		PL	\$374,318
		STP	\$104,507
		ODOT Support	\$50,000
		TriMet Support	\$55,298
		Metro	\$350,797

PERIOD COVERED:              October 1, 2015 – December 31, 2015

EXPENDED TO DATE:              \$590,439

BALANCE:                      \$344,481

### NARRATIVE:

The Model Development Program includes work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. The major subject areas within this activity include surveys and research, new models, model maintenance, and statewide and national professional involvement.

The activity is very important because the results from travel demand models are used extensively in the analysis of transportation policy and investment.

### Major accomplishments for this reporting period:

#### Survey and Research

##### 2011 Travel Behavior Survey

- Statistical analysis was performed on the survey database to inform new model building efforts.

#### New Models

##### Activity Based Model (*DASH*)

- Due to the schedule of the consultant, full estimation of the modules within the *DASH* model did not get completed. It is anticipated that the model development work will be completed in the next quarter.
- The training is subject to the progress of the above. Currently, training is scheduled for March.

##### Trip-based Model

- A series of improvements are being made to the trip-based model. Due to the schedule of the RTP, the phase 1 package of improvements was broken into two elements. Part A focused on the completion of new parameters for the bike utility, the introduction of a

modal neighborhood selection attribute, an update to truck flows based upon the new commodity flow forecast, introducing new 24 hour assignment methods, refining transit access by permitting walk access on street links, and others. Part B work will continue in February. This effort will improve other elements of the model.

- The phase 2 estimation will include more focus on pedestrians. This was not included in phase 1 due to the desire to allow PSU research in this area to be completed. The PSU work will inform the Metro work. The phase 2 estimation will begin in the fourth quarter.

#### Truck Model

- Truck model activities are being reported in the "Behavior Based Freight Model" progress report. For this and subsequent quarters, progress will be summarized in that section.

#### Bike Routing Algorithm

- The Tillikum Bridge opened in the autumn. Staff coordinated a survey to be conducted with bicyclists using the facility after the opening. The data collection focused on travel patterns before and after the facility opened. Modeling staff provided support to the survey. Findings from this survey will help to inform the likelihood of route change for bicyclists and mode change for other travelers given an infrastructure investment of this magnitude.

#### Model Maintenance

##### Master Network Database

- This network database is complete and in full operation.

##### Network Attributes

- Network attributes have been reviewed and are ready for use in the initial RTP work elements.
- Networks have been built to reflect the 2015, 2040 no build, 2040 financially constrained, 2040 state, and 2040 climate smart assumptions.

##### Demand Model Input Data

- The effort to update model input data for the 2015 conditions is complete.

##### Model Application Code

- The application code has been revised to incorporate all changes required for the demand model update.

#### Statewide and National Collaboration

##### Oregon Modeling Steering Committee

- Staff serves as active members on the main committee and other subcommittees (Health, Modeling User Group, Long Range Steering).

##### Transportation Research Board

- Staff serves on the TRB Planning Applications Committee.

#### **Planned major accomplishments/milestones for next reporting period:**

##### Survey and Research

##### 2011 Travel Behavior Survey

- Survey statistical analysis continues for use in model building.

##### New Models

#### Activity Based Model

- Model estimation will be completed
- Model application code will be assembled.
- Model training will be conducted.

#### Trip-based Model

- The second component of the phase 1 model improvements will commence. Full completion will be in the fourth quarter.
- Phase 2 improvements will commence in the fourth quarter.

#### Model Maintenance

##### Model Application Code

- The application code will be revised, as warranted.

#### Statewide and National Collaboration

##### Oregon Modeling Steering Committee

- Staff serves as active members on the main committee and other subcommittees (Health, Modeling User Group, Long Range Steering, 2020 household survey planning committee).

#### Transportation Research Board

- Staff serves on the TRB Applications Committee.

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## QUARTERLY REPORT

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GRANT: SHRP2 C20 IAP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Behavior-Based Freight Model</b>	<b>BUDGET:</b>	<b>\$350,000</b>
		SHRP2 C20 IAP	\$350,000

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$0

BALANCE: \$0

### NARRATIVE:

This project will replace Metro's current trip-based truck model that utilizes fixed commodity flows with a truck tour model designed to reflect decisions made by shippers, receivers, truck operators, terminal managers, and others. The model will simulate movement of individual shipments throughout the supply chain, including transshipment facilities. Shipments are allocated to truck of various classes, and the movements of all freight vehicles are simulated over the course of a typical weekday. Metro's freight model will also be coordinated with the economic and commercial transport modules of the Statewide Integrated Model (SWIM2).

Metro was selected to receive one of four Freight Model Implementation Assistance grants under the federal SHRP2 C20 Freight Demand Modeling and Data Improvement Project. These funds will be used for model development. Model development and implementation will require collection of behavioral data from shippers and receivers representing a wide range of industries, common and contract freight carriers, business that operate non-freight commercial vehicles, warehouse managers, and logistics agents. The establishment surveys will gather data about industry type and size, commodities shipped and received, shipment size and frequency, and truck fleet data. Truck operators will be asked to complete diaries that provide details on all truck movements, including type and quantity of goods delivered and picked up at each stop, over a 24-hr period. Additional freight data, such as GPS truck tracking data and truck counts may also be collected. Freight data collection will be funded with Surface Transportation Program (STP) as part of the MTIP Regional Freight Analysis and Project Development program, in an amount to be determined at a later time.

### Major accomplishments for this reporting period:

- Infrastructure Data: Metro completed new vehicle classification (truck) counts at 44 locations throughout the region. These will be combined with previous counts from other locations as part of the infrastructure database to be use to calibrate and validate the Freight Model.

### Planned major accomplishments/milestones for next reporting period:

- Initial Implementation of the FHWA Demonstration Model will be complete or nearly complete. The freight model zone system was completed last quarter, and the multi-modal freight network,

which combines Metro travel forecasting network with elements of the statewide and nationwide freight networks, will be completed in January 2016.

- Base year land use, economic, demographic, and infrastructure data will be completed for the FHWA Demonstration Model implementation.
- Planning work for the survey, including freight industry focus groups, sampling and recruitment plans, questionnaire design, mobile phone survey application, and web-site programming will be completed. The survey is scheduled to take place in the first quarter of FY 2016-17

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## QUARTERLY REPORT

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GRANT: FY 2015 STP  
FY 2016 ODOT Support  
FY 2016 TriMet Support

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Technical Assistance Program</b>	<b>BUDGET:</b>	<b>\$118,744</b>
		STP	\$75,360
		ODOT Support	\$26,379
		TriMet Support	\$8,380
		Metro	\$8,625

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$43,616

BALANCE: \$75,128

### 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 during this reporting period:

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

- Modeling support was provided to the Washington County Transportation Future Study
- Modeling support was provided to the City of Portland for the Comprehensive Plan update.
- Modeling support was provided to the Hillsboro TSP project.
- Mode share data was provided to a University of Washington researcher.
- Household and employment data were provided to TriMet.

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

- No activity.

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

- No activity.

### Planned major accomplishments/milestones for next reporting period:

#### Data and Modeling Services

- Service is provided upon request.

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

- No activity

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## QUARTERLY REPORT

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GRANT: FY 2016 PL  
FY 2015 STP

FISCAL YEAR: FY 2016 AGENCY: Metro

TASK DESCRIPTION:	<b>Management &amp; Coordination – Grants Management</b>	<b>BUDGET:</b>	<b>\$305,930</b>
		PL	\$253,014
		STP	\$19,164
		Metro	\$33,752

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$113,852

BALANCE: \$192,078

### NARRATIVE:

Grants Management and MPO Coordination provides overall ongoing department management and administration and includes 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
- staffing and services to meet required needs of the various standing MPO advisory committees, including:
  - Metro Council
  - Joint Policy Advisory Committee on Transportation (JPACT)
  - Metropolitan Policy Advisory Committee (MPAC)
  - Transportation Policy Alternatives Committee (TPAC)
  - Metro Technical Advisory Committee (MTAC)
  - Bi-State Coordination Committee
  - Regional Freight Committee
  - TRANSPORT Subcommittee of TPAC
  - Ad-hoc working groups

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal programs unique to urban areas are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on MPO actions. TPAC serves as the technical body that works with Metro staff to develop policy alternatives and recommended actions for JPACT and the Metro Council.

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all six 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 three times each year and operates under its own bylaws. Metro Councilor Carlotta Collette is the current chair of OMPOC and has served as vice-chair in previous years. Metro also participates in the quarterly MPO & Transit District coordination meetings convened by ODOT, and attended by all six MPOs, several transit districts, ODOT, FHWA and other state and federal agencies, as needed.

***Major accomplishments for this reporting period:***

- Organized and hosted monthly JPACT, TPAC and other coordinating meetings during the second quarter.
- Continued implementation of a major organizational initiative to realign several of Metro's Planning & Development Department functions - this work continues through the fiscal year, and will extend into FY 2015-16.
- Coordinated a November OMPOC board meeting in Portland that featured a streetcar tour and visit to the South Waterfront area and adoption of the OMPOC work program.
- Participated in the MPO/Transit District quarterly meeting in Eugene.
- Planned and conducted MPO staff meetings in September, October and November.
- Began development of the 2016-17 UPWP and MPO budget.

***Major accomplishments for next reporting period:***

- Transition of OMPOC coordination duties to the Central Lane MPO for the February meeting in Eugene.
- Attend the quarterly MPO/Transit District meeting in Eugene.
- Coordination of ongoing MPO committee activities.
- Organize and conduct monthly MPO staff meetings.
- Continue work on 2016-17 UPWP and budget.



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## QUARTERLY REPORT

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GRANT: FY 2013 Next Corridor STP  
Other Funds

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Powell/Division Transit Corridor Plan</b>	<b>BUDGET:</b>	<b>\$1,234,623</b>
		Next Corridor STP	\$440,654
		Other Funds	\$793,969

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$532,970

BALANCE: \$701,653

### NARRATIVE:

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a transit project for a Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas, with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.

The transit corridor plan will inform and help define the transit route, stop locations and connections and identify land use actions and investments to support livable communities. Outcomes of these efforts will be implemented by local jurisdictions. A transit alternatives assessment will further define the mode, route, service, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The alternative assessment process is expected to identify a project for an application for Small Starts funding and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

### Milestones/deliverables for this reporting period:

- Continued analysis of BRT routing, design to inform the Steering Committee to select the route for a crossover between Powell and Division in Portland and between downtown Gresham and Mount Hood Community College in Gresham, as well as preferred BRT station locations.
- In October 2016, the project received approval from the Federal Transit Administration on TriMet's request to enter into the Federal Transit Administration Small Starts Project Development phase (Project Development). Once in the Small Start program, project-eligible expenses can be counted as match toward a future federally-funded grant of up to \$100 million
- The cities of Portland and Gresham have developed action plans include visions, concept maps, visualizations and actions to promote equitable, transit-supportive development in the corridor. The jurisdictions are expected to adopt the plans in the next quarter.
- The City of Gresham City Council adopted the Gresham Action Plan for the Powell-Division Transit and Development project on Nov. 17, 2015.
- Performed extensive outreach on station locations and potential project impacts. Surveyed bus riders in English, Spanish, Russian, Chinese and Vietnamese.
- Held focus groups with members of the Chinese, Vietnamese, Spanish-speaking, Russian

speaking Bhutanese, Tongan, African-American, and African immigrant communities, and people with disabilities and youth to elicit preferences on bus rapid transit station locations.

- Engaged with potentially-impacted business and property owners in multiple languages. Held a Cantonese language meeting with business owners.

**Milestones/deliverables for the next reporting period:**

- The City of Portland will take the revised Portland Action Plan to the Planning and Sustainability Commission for recommendation for adoption by the City Council on January 12, 2016.
- City of Portland City Council will adopt the Portland Action Plan Spring 2016.
- Project staff continue outreach and technical analysis that will support a decision on a locally preferred alternative expected in the spring of 2016. The locally preferred alternative will identify station locations, route and terminus.
- The project will start the National Environmental Policy Act (NEPA) process for the BRT, including selecting a consultant, and drafting the materials for a Documented Categorical Exclusion (DCE).
- The project will hold regular coordination meetings with the Federal Transit Administration (FTA) regarding the NEPA process for the project.

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## QUARTERLY REPORT

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GRANT: Other Funds

FISCAL YEAR: FY 2016

AGENCY: Metro

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TASK DESCRIPTION:	Southwest Corridor Plan	BUDGET:	\$3,629,399
		Other Funds	\$3,629,399

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PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$642,844

BALANCE: \$2,986,555

### 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, Multnomah County, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego.

The Refinement Phase of the Southwest Corridor Plan is on track to be completed in June of 2014. At that time, the Steering Committee will be asked to recommend a narrowed set of high capacity transit design options and associated roadway and active transportation projects to carry into a Draft Environmental Impact Statement (DEIS).

### Milestones/deliverables for this reporting period:

- October Steering Committee input on defining a successful improved transit connection to PCC Sylvania campus; deliberation on alignment options in downtown Tigard and southern terminus options
- Steering Committee bus tour of the alignments under consideration in Tigard and Tualatin
- Release of technical evaluation reports for Tigard and Tualatin alignments
- Release of technical memo summarizing HCT options along Central Barbur in Portland and proposing a technical modification to remove a segment of alignment adjacent to I-5
- Release of documents summarizing public input on alignment options around PCC Sylvania and summarizing campus connection options studied to date
- Release of technical memo summarizing terminus options
- Release of staff recommendations for Steering Committee regarding which Tigard alignments to study further in a DEIS and removal of the downtown Tualatin terminus option, as well as technical modification removing a segment of alignment adjacent to I-5 in SW Portland
- Release of technical memo on enhancing transit connections to PCC Sylvania besides a direct HCT connection
- Release of a report comparing HCT mode options
- Open house style public informational event in Tigard focusing on alignment options in downtown Tigard

- Online public input gathered through online surveys on PCC Sylvania connection options and Tigard alignment options
- Continued outreach to targeted stakeholders and communities, including major healthcare and educational institutions along the alignment

**Milestones/deliverables for the next reporting period:**

- Release of staff recommendations for Steering Committee on transit mode (BRT or LRT) and whether to continue study of a LRT tunnel to PCC Sylvania
- February Steering Committee decision on transit mode and continued study of a LRT tunnel to PCC Sylvania
- Release and Steering Committee deliberation on strategies for financing shared investment strategies (SIS—active transportation and roadway projects to improve access to the HCT line and/or encourage compatible land use visions) and for land use and development along the HCT line
- Release of a Draft Preferred Package of HCT alignment options, SIS financing strategy and land use and development strategy

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## QUARTERLY REPORT

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GRANT: FY 2016 PL  
FY 2016 Section 5303

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Corridor Refinement and Project Development</b>	<b>BUDGET:</b>	<b>\$112,589</b>
		PL	\$38,604
		Section 5303	\$59,188
		Metro	\$14,797

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$15,488

BALANCE: \$97,101

### NARRATIVE:

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

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

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

### Milestones/deliverables for this reporting period:

- Finalized IGA with the city of Gresham for the Powell-Division BRT project to move through FTA Project Development.
- Initiated collaborative approach for an investment area along McLoughlin Blvd coordinating multiple regional investment efforts from Milwaukie to Oregon City with a focus on

brownfields and redevelopment.

**Milestones/deliverables for the next reporting period:**

- Finalize funding agreements with ODOT for the Powell Division BRT project to move through FTA Project Development.
- Provide support to the Regional Transit Strategy that is being developed as part of the RTP update.

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## QUARTERLY REPORT

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GRANT: Regional Freight & Passenger Rail Study STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Metropolitan Export Atlas &amp; Infrastructure Action Plan</b>	<b>BUDGET:</b>	<b>\$325,000</b>
		STP	\$200,000
		Metro	\$125,000

PERIOD COVERED: July 1, 2015 – September 30, 2015

EXPENDED TO DATE: \$0

BALANCE: \$0

### NARRATIVE:

The Metropolitan Export Initiative led by Greater Portland, Inc., a regional partnership focused on economic development, calls for a doubling of exports from the region over the next five years. The Metropolitan Export Atlas and Infrastructure Investment Action Plan will improve the region's shared understanding of its export economy as a means of informing policy and investment decisions related to multimodal freight infrastructure, work force access, and site and district readiness.

### Milestones/deliverables for this reporting period:

- Development of a Scope of Work
- Initiated procurement process with ODOT to select a consultant for the work
- Hired project manager to lead the work

### Milestones/deliverables for the next reporting period:

- Selection of consultant
- Begin market assessment of traded sector economy & goods movement
- Create interagency data and policy working group

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## QUARTERLY REPORT

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GRANT: ITS STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional ITS Communications Master Plan</b>	<b>BUDGET:</b>	<b>\$55,723</b>
		STP	\$50,000
		Metro	\$5,723

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$0

BALANCE: \$0

### **NARRATIVE:**

The Portland metropolitan region is considered a leader in the application of intelligent transportation system (ITS) strategies. Examples of ITS solutions include traffic control at intersections, metering vehicles at freeway on-ramps, providing real-time traveler information for transit riders, and detecting roadway incidents. These ITS solutions depend on real-time communications between field devices and traffic operations centers. As the region becomes more sophisticated in deployment of ITS solutions, there is a need to plan for the communication network to ensure that it is advanced enough to accommodate the increasing rate of data transfer in a fast, resilient, and secure environment.

This project will complete a master plan for the region's ITS communications network, looking at current and future needs, and identifying communication technologies to support these needs. The outcome of the project will be a plan that will be used by TransPort to guide infrastructure investment.

### **Milestones/deliverables for this reporting period:**

- Project has been on hold during this reporting period. No project progress to record.

### **Milestones/deliverables for the next reporting period:**

- IGA re-signed
- Notice to Proceed
- Project kick-off
- Initial presentation to Technical Advisory Committee
- Draft Communications Master Plan



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## QUARTERLY REPORT

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GRANT: ITS STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional ITS Architectural Update</b>	<b>BUDGET:</b>	<b>\$55,723</b>
		STP	\$50,000
		Metro	\$5,723

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$0

BALANCE: \$0

### NARRATIVE:

The Federal Highway Administration defines *Intelligent Transportation Systems* as "the application of advanced sensor, computer, electronics, and communication technologies and management strategies—in an integrated manner—to improve the safety and efficiency of the surface transportation system". This definition encompasses a broad array of systems and information processing and communications technologies. The Portland metropolitan region is recognized as a national leader in the coordinated implementation of ITS technologies and management strategies.

Starting with the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), federal transportation legislation has required that all ITS projects funded from the Highway Trust Fund be in conformance with the National ITS Architecture and officially adopted standards. With the passage of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), provisions strengthen requirements to promote the use of systems engineering methods in the widespread deployment and evaluation of intelligent transportation systems. This requires that ITS projects conform to a regional ITS architecture, which is built on the National ITS Architecture but customized to the unique characteristics of a region. The bottom-line for Portland region is that to continue using federal funding for ITS investments, it must be able to demonstrate it is meeting these requirements.

A regional ITS architecture is a specific regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects. Portland's Regional ITS Architecture was originally developed in 2001 to meet the federal architecture requirements of TEA-21. It was last updated in 2006. Since that time minimal maintenance has been performed and the region has increased its scope and breadth of ITS infrastructure. Several agencies have updated their ITS plans.

This project will bring the 2006 revision of the Portland Regional ITS architecture into line with the most recent version of the National ITS Architecture including updating to Turbo Architecture 7.0, which is a software tool designed to support development of regional and project architectures based on the National ITS Architecture.

**Milestones/deliverables for this reporting period:**

- Project has been on hold during this reporting period. No project progress to record.

**Milestones/deliverables for the next reporting period:**

- IGA re-signed
- Notice to Proceed
- Project kick-off
- Initial presentation to Technical Advisory Committee
- Draft Communications Master Plan

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 29238 and 29237

METRO IGA: N/A

**FISCAL YEAR:**            **FY 2015-16**    **AGENCIES:** *City of Sherwood*

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PROJECT:	Cedar Creek – Tonquin Trail plan	Federal: \$419,039
		Local: \$47,961
		Total: \$467,000

PERIOD COVERED:            Oct 1, 2015 – December 31, 2015

EXPENDED TO DATE:            \$        50,027

BALANCE:                        \$        416,973

**Description**

**Program/Project Summary:**

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

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

**Summary Status**

**Milestones/deliverables for this reporting period:**

- Prepared Opportunities and Constraints Analysis for Alignment Alternatives
- Prepared Screening Criteria
- Meeting 2 and 3 with LTAC and TTAC
- Open Houses 1 and 2
- Developed Recommended Alignment for Further Study and endorsed by Parks Board

**Planned major accomplishments, milestones or deliverables for the next reporting period:**

- Survey project area of preferred alignment
- Meeting 4 with LTAC and TTAC
- Open House 3
- Preferred Alignment Development
- Initiate Natural Resource Assessment

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: TBD

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Wilsonville

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

PERIOD COVERED: October 1, 2015 – December 30, 2015

EXPENDED TO DATE: \$ 0

BALANCE: \$ 1,393,068

**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:**

City of Wilsonville continues to negotiate a scope of work and fee with the consultant selected through the ODOT mini-RFP process.

**Planned major accomplishments, milestones or deliverables for the next reporting period:**

Finalize scope of work and fee for project and enter into contract with consultant team.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: TBA

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Metro & City of Hillsboro

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PROJECT:	Oak and Baseline: S 1 <sup>st</sup> to SE 10th	Federal: \$500,000
		Local: \$57,227
		Total: \$557,227
PERIOD COVERED:	October 1, 2015 – December 31, 2015	
EXPENDED TO DATE:	\$ 0	
BALANCE:	\$ 557,227	

**Description**

**Program/Project Summary:**

The Oak/Baseline study will evaluate design alternatives, including a reduction in vehicle travel lanes, 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:**

No progress this quarter.

**Planned major accomplishments, milestones or deliverables for the next reporting period:**

IGA submitted to ODOT for execution.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: TBD

METRO IGA: TBD

FISCAL YEAR: FY 2013-2014

AGENCIES: Metro & ODOT

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PROJECT TITLE:	Lake Oswego to Portland Master Plan: Central Section	Federal:	\$100,000
		Local:	\$15,000
		Total:	\$115,000

STATUS DATE: October 1, 2015 to December 31, 2015

EXPENDED TO DATE: \$0

BALANCE: \$115,000

**Description**

**Program/Project Summary:**

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.

**Objectives:**

- Identify, analyze and recommend the most appropriate trail alignment between Lake Oswego and Elk Rock Tunnel.
- Identify trail routes to connect to Tryon Creek State Natural Area and along Tryon Creek to the Willamette River, as well as a future trail bridge over Tryon Creek to Foothills Park and Trail.
- Identify trail alignment and connections that do not preclude future transit and/or streetcar options in this corridor and maintain existing vintage trolley service.
- Coordinate with other partners/agencies on future trail connection from Elk Rock Tunnel (south portal) to new Sellwood Bridge. This will be done in a future study or will rely on past plans conducted by Metro and its partners. Past plans will be updated as necessary.
- Define constructability issues with preferred alignments.
- Produce design documents identifying the trail alignment, in sufficient detail to satisfy the needs of jurisdictional partners.
- Complete final technical memo

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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**Summary Status**

**Milestones/deliverables for this reporting period:**

- A scope of work, schedule and Request for Proposal (RFP) has been drafted for consultant engineering and planning support through ODOT.
- An Intergovernmental Agreement (IGA) has been drafted between ODOT and Metro to commence the work plan and issue the RFP.

**Planned major accomplishments, milestones or deliverables for the next reporting period:**

- A consultant team would be hired via the ODOT procurement process. Part of the funds would be used to pay one Metro staffer for their time.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: TBA

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland

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PROJECT: Central City Multimodal Safety and Access Project

Federal: \$5.5M

Local: \$629,500

Total: \$6.1295M

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$ 0

BALANCE: \$ 6.1295M

### **Description**

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

This project will plan for and address safety and access issues resulting from competing demands on transportation infrastructure in Portland's Central City. The primary outcome of the project's Planning and Development phase will be a document that identifies a multi-modal transportation network which improves safe access and eliminates barriers. With a network plan completed, the final step in the Planning and Development Phase of the project will be to identify and strategically fund priority investments in active transportation. Engineering and construction will follow in a succeeding phases of the project

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

### **Summary Status**

#### **Milestones/deliverables for this reporting period:**

After review by METRO, City of Portland has forwarded the proposed project scope of work to ODOT for further review and comment. ODOT response is expected early in January of 2016. City of Portland bureaus of Transportation and Parks have begun discussion of an MOU outlining shared project responsibilities and budgets.

#### **Planned major accomplishments, milestones or deliverables for the next reporting period:**

- Approval of scope by METRO and ODOT.
- Receipt of Phase 1 funding and commencement of planning activities, including RFP for consultant team.



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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 29830

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland (lead)

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PROJECT:	Regional Over-dimensional truck route plan	Federal: \$125,000
		Local: \$14,767
		Total: \$139,767

PERIOD COVERED: September 30, 2015 – December 31, 2015

EXPENDED TO DATE: \$ 0

BALANCE: \$ 139,767

### **Description**

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

The purpose of this study is to provide local jurisdictions with a comprehensive assessment of over-dimensional truck movements in order to more effectively plan for their safe and efficient routing within and through the Metro region. This project will identify and map the most commonly used and the preferred routes for the safe movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region. Physical and operational constraints and missing gaps in the over-dimensional network will be defined and recommended transportation improvements and planning-level cost estimates to remove identified constraints will be developed. An inventory and assessment of current transportation policies and regulations and over-dimensional permitting practices will be conducted to identify potential policy changes and permitting efficiency improvements. The goal is to develop a seamless over-dimensional vehicle route system that transcends jurisdictional boundaries and to provide policy guidance for accommodating over-dimensional vehicles in state, regional and local transportation system plans and street design guidelines.

### **Summary Status**

#### **Milestones/deliverables for this reporting period (September 30, 2015 – December 31, 2015):**

- The Notice to Proceed was issued in late September 2015.
- Held project kickoff meeting on October 29, 2015.
- Held 1<sup>st</sup> Project Management Team (PMT) meeting on December 1, 2015.
- Task 2.2 –Stakeholder Interviews: Conducted stakeholder interview and draft report.
- Task 3.1 –Identify and Map O-D Truck Routes: Mapping approximately 80 percent complete.
- Task 3.2 –Existing Conditions: Completed first Draft Existing Conditions Report for review by PMT and Stakeholder Advisory Committee.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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**Planned major accomplishments, milestones or deliverables for the next reporting period (1/1/16 – 3/30/16):**

- **Task 1.0** –Project Management: Hold 2<sup>nd</sup> and 3<sup>rd</sup> PMT meetings to review draft work products for tasks 2, 3 and 4.
- **Task 2.1** – Stakeholder Advisory Committee (SAC): Hold first SAC meeting in February.
- **Task 3.0** – Existing Conditions Analysis: Complete revised and final Existing Conditions Reports.
- **Task 4.0** – Constraints/Gaps/Needs: Initiate and prepare draft reports for review by PMT and SAC.
- **Task 5.0** – Develop and Evaluate System Improvements: Initiate preparation of evaluation criteria and improvement alternatives.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: TBA

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Washington County

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PROJECT: Washington County Pedestrian Arterial Crossings

Federal: \$636,000

Local: \$72,793

Total: \$708,793

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$ 0

BALANCE: \$ 708,793

**Description**

**Program/Project Summary:**

The project involves the planning development work for seven arterial road segments for creation of new designated arterial crossings and enhancements of existing crossings. Exact improvements and locations will be based on audits of individual roadway segments which include considerations of land use, potential demand, types of users and existing roadway geometry.

Planning Phase deliverables include the following: preferred crossing locations; the appropriate type of crossing, signalization, environmental and Right-of-Way issues identified; the engineering costs for construction. Based on remaining funds from the above work, County may request funds to be advanced to PE Phase for design development of location(s) to be selected.

**Summary Status**

**Milestones/deliverables for this reporting period:**

County developed an Exhibit A (Summarized Scope of Work) for inclusion in pending IGA between ODOT and the County. Michele Thom at ODOT indicates that initial steps of draft IGA development by ODOT staff are in motion (December 2015). Currently there is no IGA in-place between ODOT and the County.

County has no authorization to spend funds. Thus other than details described in prior paragraph, no activity has occurred for this reporting period.

**Planned major accomplishments, milestones or deliverables for the next reporting period:**

Work with ODOT and METRO to finalize scope of work and begin IGA approval process. Michele Thom anticipates that following IGA execution and planning/design consultant selection that consultant work will likely begin May/June 2016 timeframe.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: TBA

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Washington County

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PROJECT: Tonquin Road: Grahams Ferry Road to Boones Ferry Road      Federal: \$2,132,000  
Local: \$1,218,000  
Total: \$3,350,000

PERIOD COVERED: Oct 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$ 0

BALANCE: \$ 3,350,000

**Description**

**Program/Project Summary:**

Washington County is pursuing project development, environmental assessment and final design, to extend the new 4/5 lane Arterial “Tonquin Road: Grahams Ferry Road to Boones Ferry Road” with bike lanes, sidewalks and street lighting between Grahams Ferry and Boones Ferry. The project involves the final design of the Tonquin Road: Grahams Ferry to Boones Ferry Road, which will be a multi-modal arterial and bridge crossing the unnamed creek and wetlands between Boones Ferry Road and Grahams Ferry Road.

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. **UPDATE** - the County now plans to develop final designs for the project - 12/31/15

**Summary Status**

**Milestones/deliverables for this reporting period:**

Washington County has begun work with ODOT to develop an IGA. The County has developed a draft scope of work for the IGA and RFP. ODOT is performing an internal review of the document.

**Planned major accomplishments, milestones or deliverables for the next reporting period:**

Work with ODOT and METRO to finalize scope of work, begin IGA approval process and issue the RFP.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland

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PROJECT:	Southwest in Motion (SWIM) Active Transportation Strategy	Federal: \$272,000 Local: \$28,000 Total: \$300,000
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PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$ 0

BALANCE: \$ 300,000

**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:**

ODOT provided a draft IGA to the City of Portland for review. The City Attorney reviewed and approved.

**Planned major accomplishments, milestones or deliverables for the next reporting period:**

Finalize IGA. Select a consultant to assist with the project work.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: TBD

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Gladstone

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PROJECT: Feasibility Study to Replace Trolley Trail Bridge

Federal: \$201,892

Local: \$23,107

Total: \$224,999

PERIOD COVERED: October 1, 2015 – December 31, 2015

EXPENDED TO DATE: \$ 0

BALANCE: \$ 224,999

### **Description**

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

The project involves developing appropriate alternatives to replacing the lost the Portland Avenue Trolley Trail Bridge as an extension of the Trolley Trail, a shared-use path for bicyclists and pedestrians.

The planning work effectively reprograms the earlier initial study that was intended to study rehab options to the Trolley Trail Bridge. The revised study will develop a feasibility report identifying the realistic options to replace the Trolley Trail Bridge. The study will be led by the city of Gladstone and assumes will include standard planning scope elements to include available alternatives, 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:**

The City of Gladstone met with Metro staff requesting approval to re-scope the study on December 16, 2015. Approval was granted. Initial steps to move forward with MTIP programming and requirements to obligate the funds through ODOT were discussed as well as preliminary objectives for the study.

#### **Planned major accomplishments, milestones or deliverables for the next reporting period:**

- Work with ODOT and METRO to finalize scope of work for the study
- Begin initial IGA development, review, and approval processes.
- Complete MTIP programming actions and determine applicable federal obligation year.
- Project contact for the city of Gladstone is Ross Schultz.

Although the goal will attempt to have the IGA approved and funds obligated by September, 2015, it is more realistic that the IGA and fund obligation will not occur until after October 2016 resulting in initiation of the study during late Fall 2016.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 30391

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Portland State University

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PROJECT:	Transportation Electrification Public Education & Outreach Support	Federal: \$200,000 Local: \$22,890 Total: \$222,890
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PERIOD COVERED: November 11, 2015 - December 31, 2015

EXPENDED TO DATE: \$ 0

BALANCE: \$ 200,000

**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:**

Portland State University has begun work on the project. A graduate research student was hired and project plans are being developed and finalized with advisory partners.

**Planned major accomplishments, milestones or deliverables for the next reporting period:**

Work with ODOT IGA approval process was completed and agreement was executed on November 11, 2015.