

MAKING A
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FY 2015-16 UPWP Quarterly Reporting

3rd Quarter

January 1 - March 31, 2016

April 11, 2016

QUARTERLY REPORT

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

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$1,315,768

BALANCE: \$0

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.
- Draft report summarizing the responses received from more than 5,000 participants in 30-day on-line public comment opportunity on regional transportation and equity.
- Technical workshop on local and regional approaches to performance-based planning.
- Convened RTP transit, freight, equity, performance measures and finance work groups and prepared related agendas and discussion materials.
- 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 Strategic Network and Climate Smart Strategy networks.
- Data and information gathering to support Regional Snapshot on transportation and Existing Conditions report, including infographics, photos, interviews, and videos to link regional transportation trends data with personal stories about users of the transportation system.
- Published on-line Metro Crash Map at crashmap.oregonmetro.gov/file/index.html
- Prepared draft performance measures scoping report documenting federal and state performance related requirements and an assessment of current adopted RTP performance measures and targets. The report will inform a focused review and refinement of the measures and targets.
- Prepared Draft of Key Freight Trends and Logistics Issues Report.
- Identified individual freight modal needs, for trucks, rail, air, freight, marine and river, and constraints in the freight system.
- Web pages established at www.oregonmetro.gov/rtp to provide information on eight RTP technical work groups and meeting dates, location, and related materials for each work group.
- Co-hosted two regional snapshot speaker series events with Denny Zane and Janette Sadik

Khan 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.

- Documentation of federal and state policies that link social equity considerations to regional transportation planning.
- Documentation of how regional land use and transportation policies address different social equity considerations.
- Data collection and outreach to local governments, TriMet, SMART and ODOT to develop local, regional and state revenue forecast.
- Event planning and development of materials to support the Regional Leadership Forum series and April 22 kick-off forum. The purpose of the forums is to bring together public, private and community sectors to tackle the transportation issues facing the region and provide leadership and direction throughout the update of the Regional Transportation Plan.
- Briefings to Regional Environmental Public Health Directors, county-level coordinating committees, local jurisdictions, community and business leaders, and regional advisory committees.
- See other milestones within "Local Partnerships" 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.
- Final report summarizing results of 30-day on-line public comment opportunity on regional transportation and equity.
- Release Regional Snapshot on Transportation.
- Host April 22 Regional Leadership Forum on trends, challenges and possible solutions to be considered in 2018 RTP update and prepare forum summary report.

QUARTERLY REPORT

GRANT: FY 2015 STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$0

BALANCE: \$0

NARRATIVE:

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

The Regional Transit 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:

- Developed a draft Policy and Background Report
- Began existing conditions summary
- Convened the Transit Work Group on existing conditions
- Convened the Regional Transit Providers on existing conditions
- Began discussion regarding the Regional Transit Goals

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

QUARTERLY REPORT

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$557,203

BALANCE: \$462,798

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:

- Completed 21 administrative and one "other" (technical correction) amendments during this period. Various reasons for the amendments that included:
 - Shifting funds between phases to cover phase cost increases.
 - Adding new Construction phase to projects now that the construction funding plan was completed.
 - Adding a few new projects to the MTIP that were ready to be implemented.
 - Updating and adjusting phase costs as better estimates became available.

- Shifting Preliminary Engineering funding back into the Planning phase to allow for needed pre-NEPA project development activities to occur as a result of project review scoping meetings.
- Continued work on MTIP/RFFA policy development process, including stakeholder workshops, TPAC, JPACT and Metro Council briefings and input.
- Advised on several project development meetings with local staff to advance project delivery.
- Provided Metro oversight assistance to ODOT Local Agency Liaisons (LAL) on several regionally significant (Metro awarded project funding) project delivery review meetings to assist with federal funding phase obligations and development of IGAs.
- 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.
- Initiated discussions with FHWA and FTA concerning MTIP programming effectiveness, process improvements, financial constraint responsibilities, and other areas to improve the MTIP programming process

Major accomplishments for the next reporting period:

- Adopt the MTIP/RFFA Policy.
- Coordination, development, and presentation with ODOT LALs proposed of a RFFA application training workshop to improve application scoping information for MTIP programming and IGA development.
- Continue to work with ODOT STIP FP staff to resolve programming and obligation discrepancies between the MTIP and STIP.
- Assess and evaluate project phase obligation timing to determine needed phase slips to 2017. Complete “slip” amendments during the 4th quarter.

Amendment Activity

The following FFY15-18 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period January 1, 2016 through March 31, 2016:

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	AGENCY	REQUESTED BY	REQUESTED ACTION
1098	19723	HSIP City of Portland BikePed	70840	Administrative	Portland	Vaughan Rademeyer	Add K19723 HSIP 2016 Signalized Improvements (Portland) by splitting \$1,463,940 from regional funds.
1099	19149	Morrison Bridge Deck Lift Replacement	70822	Administrative	Multnomah County	Vaughan Rademeyer	Add CN to Key 19149 & increase PE by \$50K with funds transferred from Key 18383 (CN) per request of Multnomah Co. with concurrence from Local Agency Bridge Selection Committee. Total transfer is \$9,037,000. CN for 19149 will also include \$561,585 Other.
1100	18383	Burnside St: Willamette River Br Painting & Rehabilitation	70667	Administrative	Multnomah County	Vaughan Rademeyer	Add CN to Key 19149 & increase PE by \$50K with funds transferred from Key 18383 (CN) per request of Multnomah Co. with concurrence from Local Agency Bridge Selection Committee. Total transfer is \$9,037,000. CN for 19149 will also include \$561,585 Other.
1101	19290	Regional Travel Options Program	70672	Administrative	Metro	Dianne Hutchins	Amend K19290 Regional Travel Options Program (2016) to split \$527,998 to K19706 TriMet Employer Program 2016 and \$85,411 to K19707 SMART Employer Program 2016.
1102	19706	TriMet Employer Program 2016	70841	Administrative	TriMet	Dianne Hutchins	Amend K19290 Regional Travel Options Program (2016) to split \$527,998 to K19706 TriMet Employer Program 2016 and \$85,411 to K19707 SMART Employer Program 2016.
1103	19707	SMART Employer Program 2016	70842	Administrative	SMART	Dianne Hutchins	Amend K19290 Regional Travel Options Program (2016) to split \$527,998 to K19706 TriMet Employer Program 2016 and \$85,411 to K19707 SMART Employer Program 2016.
1104	19359	Washington County Arterial Pedestrian Crossings	70691	Administrative	Washington County	Vaughan Rademeyer	Amend K19359 Washington County Arterial Pedestrian Crossings to combine PE into PL for a new total of \$708,793
1105	19722	HSIP 2016 Signalized Improvements (Portland)	70843	Administrative	Portland	Vaughan Rademeyer	Add K19722 HSIP 2016 Signalized Improvements (Portland) by splitting \$2,572,162 from K19589. Cancel K19589 and move the balance to regional funds for transfer to K19523. .
1106	19721	I-205 NB: MP13.3 - Sunnybrook Exit	70844	Administrative	ODOT	Vaughan Rademeyer	Add Key 19721 I-205 NB: MP13.3 - Sunnybrook Exit as a child project of K12454 Sunrise Corridor for PE of \$500,000 JTA funds from K15555
1107	19720	OR224 (Milwaukie Expressway): SE Rusk Rd - I-205	70845	Administrative	ODOT	Vaughan Rademeyer	Add K19720 OR224 (Milwaukie Expressway): SE Rusk Rd - I-205 as a child project of K12454 Sunrise Corridor for PE of \$1.5M JTA funds savings from K15555
1108	19719	OR212/214 Sunrise Corridor: 122nd Ave - 172nd Ave	70846	Administrative	ODOT	Vaughan Rademeyer	Add K19719 OR212/224 Sunrise Corridor: 122nd Ave - 172nd Ave as a child project of K12454 Sunrise Corridor for ROW of \$5,000,000 JTA funds from K15555
1109	18833	NE 238th Dr: NE Halsey St - NE Glisan St	70775	Other	Multnomah County	Vaughan Rademeyer	Amend K18833 NE 238th Dr: NE Halsey St - NE Glisan St to correct match on MTIP funds to 10.27% and rounding correction to Enhance funds.
1110	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	70683	Administrative	Happy Valley	Jodie Kotrlik	Amend K19280 SE 129th Avenue - Bike Lane and Sidewalks to swap \$141,236 federal TAP for STP funds. (CN phase)
1111	19100	US26 ATMS/ITS	70786	Administrative	ODOT	Vaughan Rademeyer	Amend K19100 Region 1 Active Traffic Management (ATM) Increase PE to \$2M by moving Washington County funds from CN and adjusting CN federal and state funds to show correct balance from PE obligation.

1112	19277	Clackamas County ITS Plan Phase 2B	70680	Administrative	ODOT	Vaughan Rademeyer	Amend K18001 Clackamas County Regional Freight ITS Project to slip PE and CN to 2017 and combine K19277 Clackamas County ITS Plan Phase 2B into this project.
1113	18001	Clackamas County Regional Freight ITS Project	70478	Administrative	ODOT	Vaughn Rademeyer	Amend K18001 Clackamas County Regional Freight ITS Project to slip PE and CN to 2017 and combine K19277 Clackamas County ITS Plan Phase 2B into this project.
1114	19297	East Portland Access to Employment and Education	70675	Administrative	Portland	Rich Watanabe	Amend the STIP to add K19690 US26 (Powell Blvd): SE 122nd Ave - SE 136th Ave as a new project with \$17M award from Oregon HB5005 and \$3M (fed) transferred from K19297. Adjust remaining funds on K19297 between phases.
1115	19690	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	70847	Administrative	ODOT	Vaughan Rademeyer	Amend the STIP to add K19690 US26 (Powell Blvd): SE 122nd Ave - SE 136th Ave as a new project with \$17M award from Oregon HB5005 and \$3M (fed) transferred from K19297. Adjust remaining funds on K19297 between phases.
1116	19201	2016 Interstate Sign Replacement	70821	Administrative	ODOT	Vaughan Rademeyer	Add \$709,479 from K17679 to increase PE to \$1M and CN to \$3,849,479 Notification Message Add \$709,479 to K19201 2016 Interstate Sign Replacement to increase PE to \$1M and CN to \$3,849,479
1117	19749	Beef Bend Culvert Replacement	70848	Administrative	Washington County	Vaughan Rademeyer	Add K19749 Beef Bend Culvert Replacement an ER project to repair damage from the December 2015 event.
1118	19204	I-205 Pacific Hwy - Abernathy Bridge	70800	Administrative	ODOT	Anna Dunlap	Add \$142,117 to PE phase & \$1,513,546 to CN phase for deck work on 4 bridges in project limits. To be funded from bottom line of State Bridge FP. New PE total is \$692,117 & CN total is \$8,513,546.
1119	19149	Morrison Bridge Deck Lift Replacement	70822	Administrative	Multnomah County	Anna Dunlap	Move \$40K from CN to PE. Project total remains the same.

Notes:

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

QUARTERLY REPORT

GRANT: FY 2016 PL

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	Air Quality Program	BUDGET:	\$26,689
		PL	\$26,689

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$26,689

BALANCE: \$0

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:

- Continue monitoring and reviewing of new federal and state air quality-related rulemaking as it pertains to transportation conformity
- Continue discussions and outline a plan for partnership with Oregon Department of Environmental Quality (DEQ) to support supplemental air quality analysis work to support DEQ efforts pertaining to new federal air quality rule making and state legislature request.
- Participate in EPA Region X transportation conformity quarterly calls.
- Participating as a stakeholder in a feasibility study, exploring option for a local air district to address air pollution issues in the region. The feasibility study is being initiative local government to address air quality issues currently not under federal or state regulation.

Deliverables:

- Initial timeline and scoping for conducting the Air Quality Conformity Determination for the 2018-2021 MTIP
- Initial draft of coordination and exchange of services for MOVES emissions analysis work for DEQ supplemental air quality analysis work

Major accomplishments for the next reporting period:

Milestones:

- Initial scoping of work plan and strategy for the air quality conformity analysis for the 2018 RTP
- Further coordination on DEQ supplemental emissions analysis and signed agreement for exchange of services (e.g. MOU)
- 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.
- Continued participation on the local air district feasibility study.

Deliverables:

- Internal staff one-page work plan proposals for the 2018-2021 MTIP and 2018 RTP air quality conformity analysis (delayed from January 1 – March 31, 2016)
- 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.
- Second EPA Region X transportation conformity quarterly conference call to discuss transportation and air quality issues.

QUARTERLY REPORT

GRANT: FY 2016 PL
FY 2015 STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$23,759

BALANCE: \$236,245

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:

- Staff participation on TSP advisory committee

Major accomplishments for the next reporting period:

- Staff participation on TSP advisory committee

QUARTERLY REPORT

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: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$113,658

BALANCE: \$0

NARRATIVE:

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

- 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. 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, continued 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.

Major accomplishments for the next reporting period:

- Finalize region-wide demographic makeup data to compare to standardized demographic data collection through public involvement events/surveys, specifically to help determine populations that were/are not reached through the online – or other – survey channel.
- Implement online and in person engagement of communities of color and communities with limited English proficiency to raise awareness of the issues addressed through the regional flexible funds process, Metropolitan Transportation Improvement Program and Regional Transportation Plan; the goal of the engagement is to determine differences for

these communities from what we've heard in general outreach efforts, inform the development of Transportation Equity Analysis process, and to continue building relationships with and within these communities.

- 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.

QUARTERLY REPORT

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

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$162,364

BALANCE: \$162,398

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:

- 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
- Solidify dates for presentations, best practices tours and other engagement activities
- 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

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)
- Update fact sheet and timelines as needed
- Send current guidelines to technical work group members
- Finalize 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

QUARTERLY REPORT

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: January 1, 2016 – March 31, 2016

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.
- Implemented public comment opportunity specifically for the regional flexible funds allocation and Metropolitan Transportation Improvement Program policies, including an online poll that also incorporated questions to aid in the development of the 2018 Regional Transportation Plan, the agency's equity strategy and equitable housing work. The poll had more than 5000 participants.
- Continue to develop further strategy for engagement and public comment period to update the Regional Transportation Plan in through 2018.
- Continued to develop strategy for engagement and public comment opportunities for the regional flexible funds portion of the Metropolitan Transportation Improvement Program through 2016.
- Published 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).

Major accomplishments for the next reporting period:

- Launch a Transportation Snapshot designed to inform the public about and expand the conversation around the state of the region's transportation system, highlighting statistics and stories of those who rely daily on the system.
- 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 and leading to the launch of a DEIS process in fall 2016.

- 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.
- Begin series of Regional Leadership Forums, designed to bring elected officials and business and community leaders to the table to discuss emerging issues and concepts to be explored through the Regional Transportation Plan update process.

QUARTERLY REPORT

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

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$103,620

BALANCE: \$90,115

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: TripCheck Travel Information Portal (TTIP) Enhancement project (ODOT Key # 17459) started with developing the concept around a data platform for multimodal traveler information and vehicle information sharing.
 - Update: Metro staff continued to work closely with ODOT Local Area Liaisons to review all upcoming TSMO and ITS projects. Metro held a meeting February 1 with FHWA and ODOT LAL reps to consider TSMO and ITS projects across the ODOT STIP project phases.
 - Update: City of Gresham's project amendment was approved (ODOT Key 18306). The project will update traffic signal hardware and communications; and, install a changeable message sign.
 - Update: The TTIP enhancement for arterial traveler info (ODOT Key 17459) was amended in the MTIP/STIP.
 - Update the ITS Network Equipment (ODOT Key 17458) was amended in the MTIP/STIP.

- Provide strategic and collaborative program management including coordination of activities for TransPort and regional TSMO-related forums.
 - Deliverables: TransPort meetings were held January 19, February 10 and March 9 at ODOT Region 1. The January meeting included a discussion of operation concepts for transit signal priority, and strategy for connected vehicle and smart city projects. The February meeting included an updates from the Utah Signal Performance Measures workshop, a presentation of ODOT's active traffic management outcomes on Highway 217 and a status update on TSMO projects. The March meeting included a presentation of the development work on TransCore TransSuite signal system and a chance for questions and answers. There was also a demonstration of a truck signal priority safety pilot in Washington County and a review of the 2012 TSMO Capability Maturity Matrix work.
 - Metro staff hosted and FHWA Traffic Management Capability Maturity Framework workshop February 22 that was attended by regional stakeholders. The result is a draft list of actions that regional partners nominated to improve traffic management systems and coordinated operations.
 - Metro staff provided ideas and feedback to the City of Portland's vision for their Smart City Challenge grant application.
 - Cooperative Telecommunications Infrastructure Committee (CTIC) met January 20 at Clackamas County and March 23 at ODOT. In January, the committee reviewed and discussed fiber connections as well as using Google Earth KMZ files to document fiber locations, poles, slack loops and more. In March, the committee discussed using smaller-sized fiber to carry more data and interest from Google Fiber and potential opportunities. ITS Network equipment was also discussed.
- 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)
 - Regional Signal System was amended into the MTIP/STIP ((MTIP ID 70838 ODOT Key 19702). Project is waiting on additional considerations of planning work related to Transit Signal Priority.
- Begin scoping TSMO Plan Update by exploring prioritized topics such as equity, safety, transit signal priority and asset management. (ONGOING)
 - Agency partners agreed that City of Portland could lead transit signal priority planning project at 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>. After several meetings, Metro staff decided to postpone further work until 2017. At that time, more observed data (rather than modeled) may be presented and reflect performance measures discussions from the RTP update and TSMO work

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.

QUARTERLY REPORT

GRANT: STP RTO
STP ODOT

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$1,034,962

BALANCE: \$1,245,856

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)

- Metro began work with a contractor to create a set of outreach materials on National Bike Month available for partners in May.
- The implementation phase of an individualized marketing project in Milwaukie/Clackamas County continued with partners and contractors with two events in spring and summer evaluation.
- Metro staff working with ODOT and contractors to devise a pedestrian safety campaign in summer 2016. Campaign will be extension of existing ODOT campaign "Oregonian Walking".
- Metro working with contractor to begin work on a program evaluation of efforts of the Collaborative Marketing Group.

No newsfeed story or other earned media efforts were released this quarter.

Implementing FY 2015/2016 efforts will continue with feedback from partners through work groups and the April Collaborative Marketing Group meeting.

- Providing partners with spring Bike Month content package.
- Providing bike lights for partners to give away in Bike Month (May)
- Planning for summer pedestrian safety campaign
- Launching new regional marketing web page

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.
- Web site review implemented to refresh content in January 2016.
<http://www.oregonmetro.gov/tools-living/getting-around/bike-there>

Next Quarter:

- Continuing outreach to current and possible retail vendors

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

- The Metro Regional Network of Drive Less Connect www.DriveLessConnect.com added 360 new users between January and March, 2016. The Regional Network totals 15,016 registrants, with 3,200 active. Total savings this quarter were \$92,016; 13,267 gallons of gas; and, 244,014 pounds of CO₂.
- Staff attended the Oregon State ToGo meeting in January 2016 to discuss Drive Less Connect with other regional and state partners to determine next steps. Staff reported that the Drive Less Connect platform, as well as the Drive Less Connect Challenge are in need of changes in order to continue to engage partners and community members. The platform lacks the ease of use and applications many rideshare online programs currently provide. In addition, the challenge is not seen as a cost effective program and does not engage many users within the Portland Metro Region as it once did. Next steps are currently under discussion.
- Metro continues to provide 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>. Although there have been an increase in the use of vanpools outside of the region, there have not been any changes this quarter.
- Drive Less Connect requests numbered 30 support calls and emails for the third quarter. Calls included user, administrator and consultant support. These numbers have increased slightly this winter with support time dedicated to more complex network problems, increased interest from businesses and continued requests for support from users within the region and existing network administrators.
- Two (2) new networks and new administrators were added to Drive Less Connect. Training continues as needed for both new users and network administrators.
- RTO staff will continue to attend Oregon Drive Less Connect and tri-state RideshareOnline meetings.

Next Quarter:

Training for a new Washington County administrator will begin in June, 2016.

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

- TriMet reported progress for Q1 and Q2 showing that by year's end (December 2015), transportation programs are in place at 1,927 employer worksites, a 5% increase compared to the period last year including # new TriMet pass programs in Q1 and 9 new TriMet pass programs in Q2.

- Wilsonville SMART tested a real time arrival system on their transit vehicles and will make that available to residents and employees. In September 2015, Wilsonville recruited 30 volunteers to count bike/ped counts at 20 intersections and on regional trails. Staff started creating new travel options materials including a bike map update for outreach in summer 2016.
- Staff delayed scoping the 2013-2015 RTO program evaluation until next quarter due to other priorities.

Next Quarter:

- Metro RTO 2013-2015 program evaluation procurement process.
- TriMet Q3 report is expected later in January and will be reported next quarter.
- Wilsonville SMART progress Q3 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 – Q2 deliverables – progress is being made on all project tasks. Primarily meetings with school and public safety officers, surveys conducted at schools, identifying schools needing new or updated action plans, analysis of school arrival/departure times and supplying/developing school outreach materials.
- Bicycle Transportation Alliance, Expanding Access to Bicycling– March 24, the BTA announced that they were moving the Bike Commute Challenge from September to May and renamed in the Bike More Challenge. The event is aligned with National Bike Month and every bike ride counts – not just the commute. <https://btaoregon.org/2016/03/the-bike-more-challenge-is-coming-in-may-and-every-trip-counts/>
- City of Gresham, Gresham Sharrows – No activity this quarter.
- City of Lake Oswego, Active Transportation Counters – Deliverable: Grant Agreement executed. No further activity in 3rd quarter.
- City of Tigard, Safe Routes to School Coordinator – Work continues on all project scope tasks. The SRTS coordinator has established monthly and weekly Walk & Bike to School days at two elementary schools, and is working with schools and parents to encourage greater participation, and to raise awareness of unsafe conditions. Surveys have been distributed to parents (elem. schools) and students (middle schools). This completes the required survey work for middle schools.

- Clackamas Community College, Student Transportation Initiative - Clackamas Community College staff drafted a follow-up survey of students to assess their transportation habits and needs. The survey will be conducted in April.
- 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. Clackamas County requested a grant extension and is working on a progress report.
- Drive Oregon - E-bike Pilot Project –Continued outreach and promotion.
- 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. No progress reported this quarter.
- Gresham ChamberE County Bicycle Tourism Initiative– Deliverable: Program manager Matt Barney has been hired to replace the previous program manager. Marketing and outreach activities with local businesses are ongoing.
- Home Forward – Final report submitted; project is completed.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Deliverable: Grant Agreement executed. Bike shelter installation has been delayed as a result of several issues, including the need to go through an RFP process for installation work and some difficulties with maintenance staff resources during the winter months (the county had some flooding and damage at some properties that took priority in terms of staff resources).
- National SRTS Alliance, Regional SRTS Plan – Execution of this grant agreement is completed. Grantee will be submitting a progress report for Q3.
- 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 has been finalized. First report not yet submitted.
- 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. During the second quarter, Oregon Walks focused on putting in place the tools needed to carry out the scope of work of this project successfully. This entailed meeting with project partners, finalizing a work plan, identifying key stakeholders, and developing an outreach/recruitment strategy.
- Ride Connection, RideWise Urban Mobility Support & Training – Deliverable: Q3 Progress update is due in April and will be reported next quarter. YTD results as of Q2 showed 251 people have received travel training so far this year.

- Verde, Living Cully Walks, Phase 2 –Verde staff gathered feedback for the temporary wayfinding system's 17 locations.
- Washington County, Washington County Travel Options Planning – Washington County completed their RFP process and selected Nelson\Nygaard to consult on travel options planning.
- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach – Staff was notified that the former executive director – and only employee – of the chamber is no longer employed there. An interim ED has been appointed and informed staff that they intend to complete the grant scope of work. Staff will follow up with them to amend the project scope and timeline as needed.
- Westside Transportation Alliance TMA –WTA held a Winter Riding Tips Workshop January 26 at the Beaverton Building. WTA began work on the Aloha-Reedville Bike Parking Implementation Project to increase the amount of quality bike parking in commercial areas.

Next Quarter:

- Progress updates from RTO grantees.

QUARTERLY REPORT

GRANT: FY 2015 STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$47,473

BALANCE: \$61,113

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 January, February and March 2016.
- Participated in State Oregon Freight Advisory Committee on February 11, 2016 and March 16, 2016 in Salem.
- Participated in the Regional Over-Dimensional Truck Route Study project management team (PMT) meeting on February 1, 2016; and the Regional Over-Dimensional Truck Route Study stakeholder advisory committee (SAC) meeting on March 4, 2016.
- Facilitated the first meeting of the Regional Freight Work Group on January 20, 2016; and prepared agenda and presentation material.
- Facilitated an individual meeting with the Port of Vancouver (Feb. 2016) on the Regional Freight Work Group and member representation from Vancouver's freight community.
- Reviewed the notice of funding opportunities for the Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program; and facilitated a subcommittee on FASTLANE freight project applications for 2016 and prioritizing regional freight projects for future application cycles.

Milestones/deliverables for the next reporting period:

- Participate in Portland Freight Advisory Committee and Oregon Freight Advisory Committee.
- Participate in PMT and SAC meetings for the Regional Over-Dimensional Truck Route Study in May and June of 2016.
- Help in reallocating of Region Freight planning (MTIP) dollars to the Economic Value Atlas and Implementation Plan and seek regional partner's support for these upcoming work programs.
- Facilitate the second meeting of the Regional Freight Work Group in mid May of 2016; and prepared agenda and presentation material.
- Develop a work group schedule and draft agenda items for 2016-17 Regional Freight Work group meetings.

QUARTERLY REPORT

GRANT: FY 2016 PL
FY 2015 STP
Other Funds

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$558,675

BALANCE: \$1,195,141

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 – this represented the 20th Anniversary of the Metro product
- 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
- Continued collaboration with local partners on the development of shared systems for managing and illustrating data and indicators

- Secured on-call developer services
- Initiated recruitment for vacant GIS Developer position

GIS Data Development and Maintenance

- Published regional canopy layer through RLIS Live to allow for widespread distribution
- Began investigation of development of regional sidewalks layer in cooperation with TriMet, City of Portland, and community activists
- Began evaluation of commercial data products to supplement RLIS, specifically multi-family housing and region-wide address points

GIS Tools, Systems, Analysis & Mapping

- Updated DRC server network to be more compliant with Best Practices
- Began migration of enterprise GIS data from Oracle to SQL
- Provided Limited English Proficiency Populations analysis for outreach projects for Communications, Parks and Nature and Solid Waste and Recycling departments
- 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 data, mapping and analysis support to the Regional Transportation Plan, the Metropolitan Transportation Improvement Program and the Regional Flexible Funds Allocation
- Provided data, mapping and analysis support to the Regional Snapshots Program
- 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
- Convened annual RLIS Partner meeting
- Provided data and analysis support to the Regional Solid Waste Flow Model
- Initiated recruitment for GIS Assistant to the Research Center Director
- Standardized and shared regional vehicle count data with local partners
- Provided data analysis and expertise to the Regional Economic Value Atlas
- Provided annual Regional Solid Waste Facilities data and mapping update
- Conducted mapping and analysis in support of the annual Regional Illegal Dumping update
- Provided general mapping and analysis in support of Property and Environmental Services program goals

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
- Continue standardization and coordination of regional demographic data
- 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 Title 13 reporting requirements
- Hire a GIS Assistant to the Research Center Director
- Continue to provide analysis support to the land development monitoring project
- Acquire and standardize data to develop a rental market database
- Continue to provide data, mapping and analysis support to the Economic Value Atlas
- Provide data, mapping and analysis support to the Regional Snapshots Program

- Continue to provide data, mapping and analysis support to the Regional Solid Waste Flow Model
- Continue to provide general mapping, analysis and data development in support of Property and Environmental Services program goals
- Successfully migrate all GIS databases from Oracle to SQL
- Provide mobile reporting tool for Regional Illegal Dumping program
- Provide mobile data tool for Parks Department to better manage Trail Count
- Purchase and deploy 3 new bike counters in the region working in conjunction with City of Portland and other partners

QUARTERLY REPORT

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

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$265,669

BALANCE: \$335,330

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:

- Acceptance of 2040 TAZ growth forecast distribution, tangible products:
 - Metro Council ordinance #16-1371 / staff report

- Staff documentation of TAZ forecast distribution – appendix to staff report
- Delivery of TAZ forecast to modeling services division
- City Atlas – growth forecast profiles
- State mandated forecast coordination – meets obligation of ORS 195.036 (Metro area population forecast – coordination)
- Consultant reported on the validation of SP residential survey data, deliverables (Phase 1):
 - Powerpoint presentation by lead investigator
 - Powerpoint presentation by technical advisory consultant
 - Consultant minutes of biweekly technical check-in and progress reports
 - Lead investigator final report / recommendation
 - Advisory consultant final report / recommendation
- MetroScope modeling and forecasting validation – continuation
- LDMS scoping
 - Multifamily rental information (i.e., Axiometric and Padmapper)
 - Land absorption and redevelopment indicators

Planned major accomplishments/milestones for next reporting period:

- Launch development of Multifamily rental database
- Final scoping of LDMS workplan
- MetroScope validation
- Residential SP data analysis (launch conjoint market analysis) – Phase 2
- Soft release of Metro Population Forecast by Age, Sex, Race and ethnicity

QUARTERLY REPORT

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

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$853,678

BALANCE: \$81,242

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*)

- Estimation of the state-of-the-art activity based model by the project consultant is very near to completion. Application code is being developed concurrently.
- Training with regard to the elements of the model and its operation is scheduled for the first week of April.

Trip-based Model

- An initial series of model improvements were completed in January for use in RTP analysis. In the second quarter, work has begun on additional improvements - including a refinement of variables and their parameters through model estimation activities. Most

of the work will focus on the destination choice elements of the model. However, some modifications will occur to other modules. Full calibration and validation of this model will be completed once all refinements are finished. Documentation will follow.

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 work of a University of Montreal researcher is being monitored. Her research has created a new routing algorithm for bikes that incorporates the value systems of cyclists. The algorithm is efficiently designed as to operate quickly on a full street network. When complete, it is anticipated that the algorithm will be demonstrated in the Portland region.

Model Maintenance

Demand Model Input Data

- Refinements are being made to the methodology used to calculate intrazonal, centroid connector, and nearest zone distances. A formula approach is being used derived from trip survey records.

Statewide and National Collaboration

Oregon Modeling Steering Committee

- Staff serves as active members on the main committee and other subcommittees (Health, Survey, 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.
- Plan for model sensitivity testing will be developed.

Trip-based Model

- The current phase of model refinement activities will be complete in July / August.
- Scoping will begin for the development of a pedestrian focused model that will offer more acuity than the current model methods.

Model Maintenance

Model Application Code

- The application code will be revised, as warranted, given the development of model improvements.

Statewide and National Collaboration

Oregon Modeling Steering Committee

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

Transportation Research Board

- Staff serves on the TRB Applications Committee.

QUARTERLY REPORT

GRANT: SHRP2 C20 IAP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

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:

- Survey planning and design work, including electronic mock-ups of all survey instruments, was completed. Programming of mobile and web-based applications is underway.

Planned major accomplishments/milestones for next reporting period:

- Initial Implementation of the FHWA Demonstration Model will be complete. Freight model zone system and multi-modal networks have been completed. Contractor is updating the FHWA Demonstration Model specification as a result of recent implementation in the Baltimore region. Metro will use that updated specification.

- Base year land use, economic, demographic, and infrastructure data will be completed for the FHWA Demonstration Model implementation. Contractor is currently developing guidance to Metro.
- Focus groups will take place the first week of May. The pilot survey will take place the following week, and any revisions to the mobile app must be completed by end of May to allow time for approvals through Apple app store. The full survey will commence June 27th, and be completed by Sept 5th.

QUARTERLY REPORT

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

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$44,729

BALANCE: \$74,015

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.
- Travel flow data (origin-destination patterns) provided to a contractor for the City of Hillsboro.
- Travel flow data (origin-destination patterns) provided to a contractor for Oregon City.

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

QUARTERLY REPORT

GRANT: FY 2016 PL
FY 2015 STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	Management & Coordination – Grants Management	BUDGET:	\$305,930
		PL	\$253,014
		STP	\$19,164
		Metro	\$33,752

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$157,908

BALANCE: \$148,022

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 FY 2015-16.
- Participated in a February OMPOC board meeting in Eugene that focused on adoption of the 2016 OMPOC work program and preparation for the 2017 legislative session.
- Participated in the MPO/Transit District quarterly meeting in Eugene.
- Planned and conducted MPO staff meetings in September, October and November.
- Completed consultation and TPAC review of the 2016-17 UPWP and MPO budget.

Major accomplishments for next reporting period:

- Attend the quarterly MPO/Transit District meeting in Central Point (Rogue Valley MPO).
- Coordination of ongoing MPO committee activities.
- Organize and conduct monthly MPO staff meetings.
- Adoption of the 2016-17 UPWP and budget by JPACT and Council.
- Completion of federal self-certification in conjunction with the UPWP adoption.

QUARTERLY REPORT

GRANT: FY 2013 Next Corridor STP
Other Funds

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$770,041

BALANCE: \$464,582

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 connecting downtown Portland and downtown Gresham, and crossover route connecting Mount Hood Community College in Gresham, as well as preferred BRT station locations.
- 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 City of Portland is anticipating adopting its plan in the next quarter.
- The City of Portland Planning and Sustainability Commission recommended the revised Portland Action Plan for adoption by the City Council on January 12, 2016 with conditions.
- City of Portland City Council is anticipated to 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 fall of 2016. The locally preferred alternative will identify station locations, route and terminus.
- The project team will meet with FTA to discuss the appropriate class of action and other needed items in preparation for the NEPA process.

Milestones/deliverables for the next reporting period:

- Project staff will continue extensive outreach along the inner Division corridor.
- Project staff will conduct traffic and engineering analysis to determine potential impacts on the corridor and transit and traffic performance.
- Project staff will review potential routing to downtown and compare travel times and access to key locations.
- Project partners will start the scoping and early analysis for the National Environmental Policy Act (NEPA) process for the BRT, including selecting a consultant, and drafting the materials for a Documented Categorical Exclusion (DCE) or an Environmental Assessment (EA).
- Project staff will hold regular coordination meetings with the Federal Transit Administration (FTA) regarding the NEPA process for the project.

QUARTERLY REPORT

GRANT: Other Funds

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$787,784

BALANCE: \$2,841,615

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:

- January Steering Committee decisions to refine alignment options serving downtown Tigard, remove downtown Tualatin terminus and select Bridgeport Village as preferred terminus, and remove alignment adjacent to I-5 north of SW 13th Avenue.
- Release of FAQ on transit mode
- Release of technical evaluation comparing direct and indirect HCT connection options for PCC Sylvania campus
- Online public input gathered through online surveys on preference for mode and continued study of LRT tunnel to PCC Sylvania
- Continued outreach to targeted stakeholders and communities

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
- April Steering Committee meeting to hear staff recommendations on mode and PCC Sylvania tunnel
- April public forum on staff recommendations on mode and PCC Sylvania tunnel
- Release of technical report on Tigard alignment refinements

- May Steering Committee decisions on transit mode and continued study of a LRT tunnel to PCC Sylvania
- Proposed changes to project Purpose and Need
- Release of Draft Preferred Package, summarizing Steering Committee decisions made during Refinement Phase and defining the HCT project and Shared Investment Strategy projects to be considered in DEIS scoping
- Public input process for suggesting and prioritizing local station connectivity projects
- June Steering Committee decision on proposed alignment refinements in Tigard, adoption of a Final Preferred Package of HCT alignment options and Shared Investment Strategy projects to be studied in DEIS, and decision on proposed changes to project Purpose and Need
- Release of Draft DEIS schedule
- Conclusion of Refinement Phase, Start of Environmental Review & Project Development Phase

QUARTERLY REPORT

GRANT: FY 2016 PL
FY 2016 Section 5303

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$29,602

BALANCE: \$82,987

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:

- Land use support for Powell Division and Southwest Corridor transit corridor planning efforts.
- Support for the Regional Transit Strategy.
- Submitted grant request for brownfields assessment in the McLoughlin Investment Area.

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.

QUARTERLY REPORT

GRANT: Regional Freight & Passenger Rail Study STP

FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Export Atlas & Infrastructure Action Plan	BUDGET:	\$325,000
		STP	\$200,000
		Metro	\$125,000

PERIOD COVERED: January 1, 2016 – March 31, 2016

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

Milestones/deliverables for the next reporting period:

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

QUARTERLY REPORT

GRANT: ITS STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

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:

- IGA Signed
- Notice to Proceed issued

Milestones/deliverables for the next reporting period:

- Project kick-off
- Initial presentation to Technical Advisory Committee
- Draft Communications Master Plan

QUARTERLY REPORT

GRANT: ITS STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

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 21st 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 21st 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:

- IGA Signed
- Notice to Proceed issued

Milestones/deliverables for the next reporting period:

- Project kick-off
- Initial presentation to Technical Advisory Committee
- Draft Communications Master Plan

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18280

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Sherwood

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$61,704

BALANCE: \$405,296

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

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Wilsonville

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$4,179

BALANCE: \$1,388,889

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 has concluded the scope of work and fee negotiation with the consultant selected through ODOT mini-RPF process. ODOT is processing final consultant contract.

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

ODOT Executes consultant contract and initiates project kickoff to begin project work.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Metro & City of Hillsboro

PROJECT:	Oak and Baseline: S 1st to SE 10th	Federal:	\$500,000
		Local:	\$57,227
		Total:	\$557,227

PERIOD COVERED: January 1, 2016 – March 31, 2016

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:

Hillsboro, Metro and ODOT staff will refine the project scope and schedule for the project.

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

Preparing to execute an IGA by October 2017.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 17466

METRO IGA: TBD

FISCAL YEAR: FY 2015-16

AGENCIES: Metro & ODOT

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

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

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

Summary Status

Milestones/deliverables for this reporting period:

In process for finalizing the IGA.

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

The IGA should be finalized by fourth quarter.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19299

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland

PROJECT:	Central City Multimodal Safety and Access Project	Federal:	\$5.5M
		Local:	\$629,500
		Total:	\$6.1295M

PERIOD COVERED: January 1, 2016 – March 31, 2016

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:

There are no updates for this quarter.

Staff update in place of agency's update:

FHWA is completing an eligibility review for the programmed CMAQ for the Planning phase scope of work. PBOT, Metro, the ODOT State CMAQ Manager, and the ODOT Local Agency Liaisons have been responding to requests for clarification questions from FHWA during this period. All are hopeful this will be sufficient to enable FHWA to complete their CMAQ eligibility review and approve the project's Planning phase and scope of work, making it eligible for CMAQ funds. The eligibility determination is expected to occur early during the 4th quarter. If approved, completion of the IGA and fund obligation could occur before the end of federal year 2016, allowing the Planning phase to be implemented; thus avoiding an MTIP amendment to slip the project's planning phase to 2017.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

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

Based on a successful CMAQ eligibility determination assumption:

- complete the IGA,
- obligate the Planning phase CMAQ funds;
- and initiate the Planning phase study elements

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18024

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland (lead)

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

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:

There are no updates for this quarter.

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

There are no expenditures or updates for this quarter.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19359

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Washington County

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

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.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19358

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Washington County

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

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.

Summary Status

Milestones/deliverables for this reporting period:

There are no updates for the quarter.

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

There are no expenditures or updates for this quarter.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland

PROJECT:	Southwest in Motion (SWIM) Active Transportation Strategy	Federal:	\$272,0000
		Local:	\$31,132
		Total:	\$303,132

PERIOD COVERED: January 1, 2016 – March 31, 2016

EXPENDED TO DATE: \$0

BALANCE: \$303,132

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:

The City of Portland has signed the IGA. ODOT is currently going through its signature process.

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)

ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Gladstone

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

PERIOD COVERED: January 1, 2016 – March 31, 2016

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:

There are no updates for this quarter.

Staff update in place of agency's update:

ODOT has assigned a Local Agency Liaison (LAL) to the project to begin the required project's scoping review. The lead agency has been requested to complete their revised project scope of work and submit it to ODOT for a review. Upon receipt of the project scope of work, the ODOT LAL will request a scoping review meeting with the lead agency and Metro. Based on the revised scope of work, Metro will complete a minor administrative MTIP amendment to correct the project description from "rehab" to "replace."

The lead agency was requested last January to develop the scope of work and submit it to ODOT. As of the end of the 3rd quarter, this has not yet occurred. Based on the lack of activity, there is not sufficient time now to develop the IGA and obligate the Planning phase funds before the end of federal year 2016. The MTIP description amendment will also require the Planning phase to be slipped to 2017.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

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

The lead agency needs to complete the scope of work and submit it to ODOT for review to enable the next steps to begin.

QUARTERLY REPORT
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 18006

METRO IGA: 30391 (ODOT)

FISCAL YEAR: FY 2015-16

AGENCIES: Portland State University

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

PERIOD COVERED: January 1, 2016 – March 31, 2016
EXPENDED TO DATE: \$10,000 (estimate – invoice in process)
BALANCE: \$212,890

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 established year outreach plan with Energized Oregon Coalition, which is managed by Drive Oregon. In February, the Coalition the first meeting of 2016 and outreach efforts were discussed. PSU has begun the development of a statewide survey of EV and hybrid owners to hopefully be launched in May/June 2016. This information will be value to the Coalition in developing an understanding of the market barriers and opportunities. PSU also received EV and hybrid information and numbers from the state to start tracking and report EV data for the state.

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

PSU will launch the statewide survey in the next quarter, finalize and report EV data for the state, and hold a Coalition quarterly outreach call. The PSU team is also helping with the development of the EVRoadmap conference in July.