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# FY 2015-16 UPWP Quarterly Reporting

**4th Quarter**

April 1 to June 30, 2016

*June 30, 2016*

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## QUARTERLY REPORT

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

FISCAL YEAR:                       FY 2016   AGENCY: Metro

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

PERIOD COVERED:                   April 1, 2016 – June 30, 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.
- Completed final report summarizing the responses received from more than 5,000 participants in 30-day on-line public comment opportunity on regional transportation and equity.
- Convened RTP transit, safety, freight, equity, performance measures and finance work groups and prepared related agendas and discussion materials.
- Finalized population, household and employment forecast for Metro Council adoption.
- Continued review of 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.
- Released Regional Snapshot on transportation that included infographics, photos, interviews, and videos to link regional transportation trends data with personal stories about users of the transportation system.
- Hosted April 22 Regional Leadership Forum on trends, challenges and possible solutions to be considered in 2018 RTP update and prepared forum summary report.
- Continued to identify individual freight modal needs, for trucks, rail, air, freight, marine and river, and constraints in the freight system.
- Analyzed crash data, identified draft Regional High Injury Network (corridors where a majority of fatal and severe crashes for people driving, walking and biking occur), and drafted an updated safety target to support updating the Regional Transportation Safety Strategy.
- Continued data collection and outreach to local governments, TriMet, SMART and ODOT to forecast local, regional and state revenue likely to be available to fund capital projects and prepare a high-level estimate of roadway and transit operations, maintenance and preservation (OMP) revenues and costs.
- Received conceptual approval from ODOT Long-Range Funding Assumptions (LRFA) work group for RTP HCT funding methodology.

- Used community and work group feedback to identify priority outcomes of historically underrepresented communities (affordability, accessibility, and transportation safety) and draft 11 system evaluation measures to bring an equity and public health lens to the evaluation of the RTP investment packages in 2017.
- Continued development of the regional transit vision. See other milestones with “Regional Transit Strategy” quarterly report.
- Continued updating performance measures to be used to evaluate the RTP investment packages in 2017, including testing new methods for measuring congestion and reliability of the region’s streets and highways and identifying transit-related measures.
- Event planning and development of materials to support the Regional Leadership Forum series and September 23 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 community and business leaders and regional advisory committees.
- Maintained web pages at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp) to provide information on eight RTP technical work groups and meeting dates, location, and related materials for each work group.
- See other milestones within “Local implementation of the RTP” quarterly report.

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

- Agendas, memos and meeting materials to support technical work group discussions, updates to regional technical and policy advisory committees.
- Prepare draft RTP financially constrained revenue forecast to support updating the RTP investment priorities.
- Define draft RTP project solicitation approach and regional transportation priorities.
- Host September 23 Regional Leadership Forum on funding and other ingredients needed to successfully build a 21<sup>st</sup> century transportation system.

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## QUARTERLY REPORT

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GRANT: FY 2015 STP

FISCAL YEAR: FY 2016 AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 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:**

- Continue to convene the Regional Transit Work Group
- Began discussion of transit related performance measures to support the 2018 Regional Transportation Plan (RTP)
- Began discussion of specific performance measures for the Regional Transit Strategy
- Issued an RFP and selected a consultant to support for the Transit System Expansion Policy phase

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

- Continue to convene the Transit Work Group
- Recommend performance measures for the RTP and Regional Transit Strategy

- Begin developing the regional transit vision

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$745,284

BALANCE: \$274,717

### 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 28 administrative and 9 formal amendments during this period. Various reasons for the amendments that included:
  - o Shifting funds between phases to cover phase cost increases.
  - o Updating and adjusting phase costs as better estimates became available.

- Adopted the MTIP/RFFA policy, including new TIP coordination direction and new policy for the allocation of regional flexible funds. New RFFA policy direction includes funds dedicated to project development, Safe Routes to School education and planning, and increases in funding for programs that support the implementation of the region's Climate Smart Strategy.
- 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.

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

- Initiate competitive allocation process of regional flexible funds with the release of the project solicitation materials and assistance to applicant agency staff.
- 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 4<sup>th</sup> quarter.

Amendment Activity

The following FFY15-18 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period April 1, 2016 through June 30, 2016:



AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1120	19710	North Hillsboro Job Connector Shuttle 2016	70849	Formal	15-4665	TriMet	Alison Langton	Add a new project by transferring \$350,000 each from K18039 and K19332 per Metro resolution 14-4665. Correct rounding on K18309.
1121	18039	Bus & Rail Preventive Maintenance (FY15)	70525	Formal	15-4665	TriMet	Alison Langton	Split \$350,000 to K19710 and correct rounding
1122	17410	Broadway Bridge - Willamette River	70416	Administrative		Multnomah County	Anna Dunlap	Add OTHER phase moving \$5.5M from CN for fabrication of Rail Wheels and Tracks for the bridge repair. This does not change the scope or total cost of the project.
1123	19787	NE Kane Road at Kelly Creek Culvert	70850	Administrative		Gresham	Vaughan Rademeyer	Add K19787 NE Kane Road at Kelly Creek Culvert new permanent restoration project approved for Emergency Relief funding.
1124	19193	Wilsonville SMART: CNG Fueling Station	70814	Administrative		SMART	Patricia Fisher	Amend K19193 Wilsonville SMART: CNG Fueling Station Upgrade to increase funding to \$160,000 total and \$96,000 federal by moving \$28,976 from K19144 and adding local agency funds.
1125	19794	SE 122nd Ave: Johnson Creek Bridge Replacement	70851	Administrative		Portland	Anna Dunlap	Add emergency local bridge replacement project as approved by the Local Agency Bridge Selection Committee. To be funded by Local Bridge bottom line. Amendment (15-18-965) approved by FHWA (N.Forsey) on 5/4/16 per email.
1126	19782	Region 1 Mumble Strip Pilot Project	70852	Administrative		ODOT	Vaughan Rademeyer	Add K19782 Region 1 Mumble Strip Pilot Project with \$75,000 Sec 164 penalty funds from K18502
1127	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	70646	Administrative		Portland	Vaughan Rademeyer	Amend K18308 N/NE Columbia Blvd Traffic/Transit Signal Upgrade to cancel the PL phase and add an OT phase for the same amount. Slip PE to 2017
1128	18022	Foster Road Streetscape: SE 50th - SE 84th	70482	Administrative		Portland	Vaughan Rademeyer	Combine K19302 into K18022 Foster Road Streetscape: SE 50th - SE 92nd Ave. Add a RW phase slip CN to 2017 change the project name and description.
1129	19302	Foster Road: SE Powell Blvd to SE 90th Ave Phase 2	70693	Administrative		Portland	Vaughan Rademeyer	Combine K19302 into K18022. Add a RW phase slip CN to 2017 change the project name and description. Increase total project cost by \$278,367 (higher than the \$2,299,565 from K19302).
1130	19801	Portland Metro 5303 Funding 2017	70853	Administrative		Metro	Vaughan Rademeyer	Add K19801 Portland Metro 5303 Funding 2017 as a new Project by moving \$633,223 from K18954
1131	19303	N. Going to the Island Freight Project	70694	Administrative		Portland	Sam Hunaidi	Amend K19303 N. Going to the Island Freight Project to slip PE to 2017 and add an OT phase by moving \$33,433 from PE
1132	19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	70789	Administrative		Washington County	Michele Thom	Amend K19358 to change the project name to: Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd
1133	19749	Beef Bend Culvert Replacement	70848	Administrative		Washington County	Michele Thom	Change the project name for K19749 Beef Bend Road Culvert Replacement and increase to CN by \$10,000 to match the DDIR project total of \$1,487,000 for the permanent restoration work.
1134	18583	US26: Boring Road Bridge Overcrossing	70817	Administrative		ODOT	Nicole Peirce	Change the project name of K18583 to US26: Boring Road Bridge Overcrossing.
1135	14438	Stark St Beaver Creek Culvert	70096	Administrative		Multnomah County	Sam Hunaidi	Amend K14438 Stark St Beaver Creek Culvert to increase PE by \$100,000 to \$220,000 by moving RW federal funds. Replace RW federal funds with Multnomah County funds.

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1136	18840	Powell-Division Corridor Safety & Access to Transit	70781	Administrative		TriMet	Vaughan Rademeyer	Amend K18840 Powell-Division Corridor Safety & Access to Transit to advance the CN phase to 2016
1137	18809	Boones Ferry Rd: Oakridge/Reese-Madrona St	70770	Administrative		Lake Oswego	Vaughan Rademeyer	Increase the total project to \$29,640,000 by adding \$2,740,000 local funds (from current STIP amounts). Increase federal funding for PE by moving \$900,000 (fed) from RW to PE. Reduce CN phase by \$100,000.
1138	19201	2016 Interstate Sign Replacement	70821	Administrative		ODOT	Matt Freitag	Amend K19201 2016 Interstate Sign Replacement to slip CN to 2017 per project Charter.
1139	18807	OR99W: SW Beef Bend Rd - SW Durham Rd	70769	Administrative		King City	Vaughan Rademeyer	Amend K18807 OR99W: SW Beef Bend Rd - SW Durham Rd (King City) to slip RW and CN back to 2017 and 2018 respectively per CMR-01. Adjust funding to the approved IGA.
1140	14429	Kinsman Road: SW Boeckman to SW Barbur	70093	Administrative		Wilsonville	Vaughan Rademeyer	Amend K14429, Kinsman Rd: SW Boeckman - SW Barbur (Wilsonville) to increase CN to \$11,156,900 by adding \$6,426,900 Local Funds.
1141	15190	OR99W: N Victory Blvd - N Argyle St (Portland)	70370	Administrative		ODOT	Vaughan Rademeyer	Amend K15190 OR99W: N Victory Blvd - N Argyle St to increase the OTH phase to \$70,000 by moving funds from Region 1 reserves.
1142	19691	I-84 AND I-205 BARRIER INSTALLATION	70839	Administrative		ODOT	Vaughan Rademeyer	Amend K19691 I-84 and I-205 Barrier Installation to increase PE to \$700,000 by adding \$100,000 Sec 164 funds from K18502. Change I-205 section to MP16.87-MP21.67.
1143	17268	Red Electric Trail: SW Bertha - SW Vermont Sec	70005	Administrative		Portland	Vaughan Rademeyer	Amend K17268 Red Electric Trail: SW Bertha - SW Vermont Sec to slip CN to 2017 and add \$17,608 to CN from Metro FP (ex K14440 PL Phase).
1144	19340	FY17 Bus & Rail Preventive Maint	70742	Administrative		TriMet	Alison Langton	Amend K19340 FY17 Bus & Rail Preventive Maint to increase total funding to \$55,536,335 by adding federal \$3,342,653 Sec 5337 based on updated appropriation estimate.
1145	19341	FY18 Bus & Rail Preventive Maint	70743	Administrative		TriMet	Alison Langton	Amend K19341 FY18 Bus & Rail Preventive Maint to increase total funding to \$61,559,455 by adding federal \$4,022,049 Sec 5337 based on updated appropriation estimate.
1146	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	70683	Administrative		Happy Valley	Mahasti Hastings	Amend K19280 SE 129th Avenue - Bike Lane and Sidewalk Project to increase PE to \$895,000 by moving funds from CN. Add funds from the City of Happy Valley to increase CN to \$2,806,000. Decrease RW to \$100,000
1147	19800	Portland Metro Planning 2017	70854	Administrative		Metro	Vaughan Rademeyer	Add K19800 Portland Metro Planning 2017 as a new Project by moving \$1,991,656 from K19734
1148	19843	Livable Streets Policy & Guidebook Update	70855	Administrative		Metro	Lake McTighe	Add a new planning project as K19843 Livable Streets Policy & Guidebook Update by moving \$278,614 from Metro's reserves.
1149	19100	US26 ATMS/ITS	70786	Administrative		ODOT	Vaughan Rademeyer	Amend K19100 Region 1 Active Traffic Management (ATM) - Add OTH phase in the amount of \$65,000 from CN savings per CMR-03

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1150	19711	North Hillsboro Job Connector Shuttle 2017	70856	Formal	15-4665	TriMet	Alison Langton	Add a new project by transferring \$350,000 from 19333 per Metro Resolution 15-4665.
1151	19332	FY16 Bus & Rail Preventive Maint (5307)	70735	Formal	15-4665	TriMet	Alison Langton	Move funds from 19335 and then add new project (K19710) by transferring \$350,000 from K19332 per Metro resolution 15-4665.
1152	19335	FY16 TM Bus/Rail Transit Enhancements	70738	Formal	15-4665	TriMet	Alison Langton	Move funds from K#19335 to K#19332. This is part of the amendment to add three new projects (19710 19711 19712)
1153	19333	FY17 Bus & Rail Preventive Maint (5307)	70736	Formal	15-4665	TriMet	Alison Langton	Move \$175,000 to new project K19711 (Metro Resolution #15- 4665)
1154	19712	North Hillsboro Job Connector Shuttle 2018	70857	Formal	15-4665	TriMet	Alison Langton	Add K19712 by transferring \$175,000 from K#19334
1155	19334	FY18 Bus & Rail Preventive Maint (5307)	70737	Formal	15-4665	TriMet	Alison Langton	Move \$175,000 to new project K#19712 per Metro Resolution #15-4665
1156	19763	I-84: Graham Road Bridge Replacements	70858	Formal	16-4691	ODOT	Vaughan Rademeyer	Add K19763 I-84: Graham Road Bridge with \$7M K19389 CN \$1M K19457 \$3M from Bridge project reserves and \$4M JTA reserves (ex K16841 & 17541)

Notes:

1. Requested Action 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. OTH = 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. PL = Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PEso the project can begin NEPA All projects will planning phase programming become a UPWP project
- g. CMR = Change Management request.

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.

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## QUARTERLY REPORT

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GRANT: FY 2016 PL

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$11,101

BALANCE: \$15,588

### **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:

- Conducted interagency consultation with federal, state, and regional partners as it pertains to the air quality conformity determination for the 2018-2021 MTIP.
- Continued monitoring and reviewing of new federal and state air quality-related rulemaking as it pertains to transportation conformity
- Continued 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.
- Participated in EPA Region X transportation conformity quarterly calls.
- Continued participation 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 initiated by

local governments to address air quality issues currently not under federal or state regulation.

**Deliverables:**

- Revised timeline and scoping for conducting the Air Quality Conformity Determination for the 2018-2021 MTIP
- Work plan proposal for the 2018-2021 MTIP air quality conformity analysis
- Documentation of interagency consultation for the Air Quality Conformity Determination for the 2018-2021 MTIP

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

**Milestones:**

- Conduct local consultation for the air quality conformity determination for the 2018-2021 MTIP
- Review current 2018 RTP performance targets and system evaluation measures which address air quality and work with DEQ to determine potential proposed updates.
- 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 quality feasibility study.

**Deliverables:**

- Documentation pertaining to the update of the air quality performance measures for the 2018 RTP.
- Documentation pertaining to the local agency consultation for the air quality conformity determination for the 2018-2021 MTIP.
- 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.

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## QUARTERLY REPORT

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GRANT: FY 2016 PL  
FY 2015 STP

FISCAL YEAR: FY 2016 AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$26,646

BALANCE: \$233,358

### 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

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## QUARTERLY REPORT

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GRANT: FY 2016 PL

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 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 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; implemented transit rider intercept surveys to elevate voice of transit riders.
- For the Powell-Division corridor study, continued engaging environmental justice populations and establishing relationships and partnerships with organizations serving environmental justice populations.
- Finalized 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.
- Implemented online and in person engagement of communities of color 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.

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

- Continue to coordinate with implementation of the Metro Equity Strategy.

- Continue strategy development to address public recommendation on the 2014 Civil Rights Assessment on the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), which will expand to become, in part, the Transportation Equity Analysis process to be used in future planning efforts.
- 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. DEIS analysis and outreach will include specific Title VI activities and desired outcomes.
- For the Powell-Division corridor study, continue engaging environmental justice populations and establishing relationships and partnerships with organizations serving environmental justice populations. Conduct multi lingual intercept surveys on transit routes and general station locations.





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:**

- ODOT approval of consultant RFP scope of work
- Finalize Consultant RFP with ODOT
- Select RFP evaluation committee
- Manage Duke Engage Intern to assist with street trees photo library
- Reorganize on-line flickr 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 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

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## QUARTERLY REPORT

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FISCAL YEAR: FY 2016

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: April 1, 2016 – June 30, 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 routes and general station locations; deliverables include a public engagement report shared with steering committee and project partners and a workshop on other transit service as it relates to the new bus rapid transit.
- 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; extensive online content to raise awareness of project details and benefits; strengthened relationships with neighborhood and institutional partners
- Launched 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.
- Held the first in a 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.

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

- Continue outreach on decisions to narrow Powell-Division corridor study transit routes and general station locations.
- Continue stakeholder and public outreach to begin DEIS and establish Citizens Advisory Committee that will serve for the next 18 months.
- Hold the second in a 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.

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2016 AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$124,109

BALANCE: \$69,626

### 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) continued developing the concept around a data platform for multimodal traveler information and vehicle information sharing. ODOT ITS Salem is leading the project and DKS began consulting on the project.
  - Update: Metro staff continued to work closely with ODOT Local Agency Liaisons to review all upcoming TSMO and ITS projects.
- Provide strategic and collaborative program management including coordination of activities for TransPort and regional TSMO-related forums.
  - Deliverables: TransPort meetings were held April 6 (City of Portland), May 11 (ODOT Region 1) and June 8 (ODOT Region 1).
    - The April meeting reviewed ITS and other aspects of the City of Portland’s Smart City Challenge vision and application. Partners addressed procedures for changing signal controller software that is no longer supported. TransPort also discussed the new ATCMTD solicitation from FHWA.

- The May meeting included an overview of the Regional ITS Communications Master Plan and Regional ITS Architecture update projects. Portal updates included an overview of vehicle length data collection and a preliminary version of the travel time interface and visualization was shown.
    - The June meeting delved deeper into the Regional ITS Communications Master Plan and Regional ITS Architecture update projects. ODOT reviewed their ATCMTD application for Keep Oregon Trade Moving, connecting to freight reliability and freight traveler information. .
  - Metro staff provided ideas and feedback to the City of Portland's vision for their Smart City Challenge grant application and coordinated support.
  - Cooperative Telecommunications Infrastructure Committee (CTIC) met May 25 at TriMet. The committee discussed new fiber in Clackamas County connecting signals and the Canby ferry as well as new construction for fiber from I-205 to Lake Oswego. There was some discussion of security and redundancy.
  - The ITS Network Management Team met June 2, 2016 at TriMet. Topics included new members of ITS NMT, updating services by removing old ones and updating subscriptions. Clark County will soon join the ITS Network ring to allow seamless Hop Fastpass (new transit fare payment) on C-Tran.
- 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). Staff determined that Transit Signal Priority planning will not be part of this effort (TriMet is funding a regional study with DKS and stakeholders).
- Begin scoping TSMO Plan Update by exploring prioritized topics such as equity, safety, transit signal priority and asset management. (ONGOING)
  - Staff updated TransPort that Transit Signal Priority planning will no longer be led by City of Portland.
  - TSMO Plan update will tentatively begin July 2018.
- 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, ITS Network Management Team and other related meetings.

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## QUARTERLY REPORT

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GRANT: STP RTO  
STP ODOT

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$1,448,645

BALANCE: \$832,173

### 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 created a set of outreach materials on National Bike Month available for partners in May. Materials included five promotional/educational videos, free bike lights for partner distribution and social media content.
- The implementation phase of an individualized marketing project in Milwaukie/Clackamas County continued with partners and contractors with one event in 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” and will begin in July.
- Metro working with contractor to begin work on a program evaluation of efforts of the Collaborative Marketing Group.

One newsfeed story or other earned media efforts were released this quarter.

- <http://www.oregonmetro.gov/news/15-ways-portland-area-biking-got-better-2015>

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

- Providing partners with summer pedestrian safety campaign materials.
- Launching new regional marketing web page.
- Begin research project on transportation and behavioral change messaging for Communities of Color.
- Begin project to update regional transportation photography asset library.

**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](http://www.DriveLessConnect.com) added 272 new users between April 1 and June 30, 2016. The Regional Network totals 15,316 registrants, with 2169 active. Total savings this quarter were \$100,728; 14,323 gallons of gas; and, 266,406 pounds of CO2.
- Staff attended State DLC meetings and continued to report 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. The Challenge will take place this year, with ongoing discussion as to its usefulness and cost moving forward.
- 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 continues to be no change for the Fourth quarter.
- Drive Less Connect requests numbered 17 support calls and emails for the fourth 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.  
One (1) new networks and new administrators were added to Drive Less Connect. Training continues as needed for new 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 has been completed. The new and update networks have been established. Washington County will begin use of their networks and plans to develop incentive programs in August, 2016. This will help them with tracking data for the upcoming Eco Survey.

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

- TriMet reported progress for Q3 showing that by March 2016, transportation programs are in place at 1,938 employer worksites, a 4% increase compared to the period last year including 9 new TriMet pass programs in Q3.
- Wilsonville SMART in May was renamed a “Walk Friendly Community” at the Bronze level <http://www.walkfriendly.org/communities/community.cfm?ID=8>. SMART also added a mobile app and web travel tool to provide riders real-time arrival information <http://smartpublic.etaspot.net/>.
- 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. In Q4, staff discussed hiring temp to assist with evaluation due to work load and competing priorities.
- TriMet Q4 report is expected later in July and will be reported next quarter.

#### **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.
- City of Vancouver attended an April 25, Metro-hosted information session on Metropia DUO; a carpool incentive app.

##### **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 – Q3,4 deliverables – progress is being made on all project tasks. The district submitted an end-of-school-year report, noting highlights and progress made, as well as outlining goals for the 2016-17 school year. The district has created a website with resources for schools and parents – [www.beavertonsaferoutes.org](http://www.beavertonsaferoutes.org)
- Bicycle Transportation Alliance, Expanding Access to Bicycling– [The](#) BTA Bike More Challenge was held May 2016.
  - 11,741 people actively logged trips (tying for the second largest Challenge to date)
  - Included 1959 new riders
  - Participants logged 1,654,747 miles in 203,587 trips

Read about all the accomplishments of participants here:

- Challenge Recap: <https://btaoregon.org/2016/06/bike-more-challenge-awards-party-recap/>
- Proud Rider Award: <https://btaoregon.org/2016/06/2016-bike-more-challenge-proud-rider-award/>
- Meet Some of the 2016 Challenge Champs: <https://btaoregon.org/2016/06/meet-our-2016-bike-more-challenge-champs/>
- Women Bike: Continued to grow online community, which now boasts 826 women. Held 18 events between April and June, including 5 rides and 4 education clinics, and a 3 class maintenance series. Engaged 125 attendees through these events.



- City of Gresham, Gresham Sharrows – Facilitated a design process within the study area from Rockwood Central Park on SE Main Street to connect with MAX light rail at Ruby Junction. Sharrow placement, signage and cost estimates were refined.
- City of Lake Oswego, Active Transportation Counters – No activity this 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. The SRTS coordinator has accepted a new position with the City of Portland. City of Tigard and the school district have begun a search for a new coordinator.
- Clackamas Community College, Student Transportation Initiative - Clackamas Community College (CCC) reported CCC Xpress Shuttle ridership up 13.7% to 8,582 riders, noting that enrollment fell this year. CCC also reported more TriMet Spring-term transit pass sales after promotions. Events included a Community Health and Safety Fair with 125 people and new employee welcome email sent by Human Resources to increase staff and faculty's awareness of travel options.
- 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, finalized the grant.
- 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.
- Housing Authority of Wash. Co., Aloha Park Bike Shelters – Proposals to the RFP exceeded budget. Metro staff provided additional contacts and options for the Housing Authority to consider.
- National SRTS Alliance, Regional SRTS Plan – Execution of this grant agreement is completed. Grantee will be submitting a progress report for Q3 and Q4.
- 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: Q4 Progress update is due in July and will be reported next quarter. Results for Q3 showed 287 people have received travel training.
- Verde, Living Cully Walks, Phase 2 – In Q3, Verde staff gathered feedback for the temporary wayfinding system's 17 locations. Q4 update is due in July.
- Washington County, Washington County Travel Options Planning – Washington County held the first meeting of Travel Options Assessment Project Advisory Committee (PAC) June 21, 2016 at

the Beaverton Library's meeting room. Nelson/Nygaard consultants facilitated conversation among PAC members that include WTA, Forest Grove, Beaverton, Metro, Hillsboro, Ride Connection and others.

- West Columbia Gorge Chamber, Gorge Hubs & Business Outreach – In the wake of the former Chamber ED's resignation, the Chamber has been in the hiring process for a new ED, and considering hiring a consultant to carry out the grant-funded work.
- Westside Transportation Alliance TMA –WTA held their annual meeting May 19<sup>th</sup> at Beaverton's Hall Street Grill and presented their annual report for 2015. Results included nearly 8 million vehicle miles reduced and over \$1 million saved by Westside commuters. A facilitated panel discussed the need for both freight and active transportation systems to serve the Westside. Jenny Cadigan, Executive Director, announced her departure. WTA began the hiring process for her replacement. The annual report is posted here: <http://www.wta-tma.org/wp-content/uploads/2015-Annual-Report-Final-Compressed.pdf> .

**Next Quarter:**

- Progress updates from RTO grantees.
- Solicitation for 2017-2019 RTO Grants.

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## QUARTERLY REPORT

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GRANT: FY 2015 STP

FISCAL YEAR: FY 2016 AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$66,110

BALANCE: \$42,476

### **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 April, May, and June 2016.
- Participated in State Oregon Freight Advisory Committee on May 11, in Salem.
- Participated in the Regional Over-Dimensional Truck Route Study joint project management team (PMT) and stakeholder advisory committee (SAC) meeting on May 24, 2016.
- Facilitated the second meeting of the Regional Freight Work Group on May 23, 2016; and prepared agenda and presentation material.
- Participated in a webinar and meetings on the new draft Federal Freight System Performance Measures.

### **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 July 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 third meeting of the Regional Freight Work Group in September of 2016; and prepare agenda and presentation material.
- Develop a work group schedule and draft agenda items for 2016-17 Regional Freight Work group meetings.
- Develop strategy for the Regional Freight Plan update; complete work plan for 2018 Regional Freight Strategy. (ON-GOING).

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## QUARTERLY REPORT

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GRANT:                      FY 2016 PL  
                                  FY 2015 STP  
                                  Other Funds

FISCAL YEAR:              FY 2016

AGENCY: Metro

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

PERIOD COVERED:            April 1, 2016 – June 30, 2016

EXPENDED TO DATE:         \$852,306

BALANCE:                     \$901,510

### **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

- Provided guidance to State and regional representation for the authoring of HB4056 related to statewide (GIS) data sharing
- Completed delivery for 2015 regional aerial orthophoto flight for the Regional Orthophoto Consortium
- Issued and awarded contract for 2016 regional aerial orthophoto flight for the Regional Orthophoto Consortium
- Met with 8 regional data partners to solicit input on the quality and direction of RLIS services
- 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
- Initiated DRC internship program and hired summer intern
- Recruited and conducted interviews for Senior Developer position within Enterprise Services

#### GIS Data Development and Maintenance

- Delivered RLIS Live quarterly updates on schedule – the 801<sup>st</sup> consecutive delivery to the public.
- Provided ongoing RLIS customer support
- Continued development of regional sidewalks layer in cooperation with TriMet, City of Portland, and community activists
- Partnered with TriMet for grant opportunity to improve technology application offering multimodal transportation options to the public
- Acquired third party rental data from multiple sources to inform a future rental market database
- Published regional demographic and socio-economic data layers for internal program use
- Procured additional software for use in expanded analytics program

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

- Completed 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
- listed above Provided analysis support to the land development monitoring project
- Participated in Cascadia Rising Earthquake preparedness exercise
- Convened annual RLIS Partner meeting
- Hired GIS Assistant to the Research Center Director
- Coordinated completion of regional vehicle count data collection'
- Standardized and shared regional vehicle count data with local partners
- Provided data, analysis, and expertise to the Regional Economic Value Atlas
- Provided general mapping and analysis in support of Property and Environmental Services program goals
- Took delivery of additional bike counters to be used in regional count sharing program
- Began development of mobile reporting tool for Regional Illegal Dumping program

#### **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 and onboarding of Senior Developer in Enterprise Services

- Continue to provide analysis support to the land development monitoring project
- Develop a regional rental market database
- Continue to provide data, mapping and analysis support to the Economic Value Atlas
- Provide data, mapping and analysis in support of the Regional Land Development Monitoring System
- Provide data, mapping and analysis support to the Regional Snapshots Program
- Complete and publish State of the Corridors report as an interactive on-line application
- Develop and publish Regulated Affordable Housing interactive on-line mapping application
- 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
- Complete mobile reporting tool for Regional Illegal Dumping program
  - Meet with more regional data partners to solicit input on the quality and direction of RLIS services
  - Meet with public and community outreach on RLIS services
  - Meet with Metro departments on technology needs that Enterprise Services can provide

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$349,781

BALANCE: \$251,218

### 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:**

Prepared materials for review and adoption of Distributed Forecast

- FAQ and paper describing methodology of city-level summaries of population, household and employment from the Distributed Forecast
- Prepared draft city-level summaries of Distributed Forecast for local government review
- Contributed exhibits and materials necessary for Metro adoption of Distributed Forecast

Multifamily Rental database is being prepared for a number of Research Center projects:

- Data development for monitoring of real estate rental markets
- Further validation of MetroScope model and forecasts
- Key input and informing the Developer Supply Model
- Affordable housing and TOD modeling uses

Kicked off contract negotiations / scope of work discussions with consultants for:

- Supply behavior research and modeling (i.e., Developer Supply Model and Redevelopment Screen tool)
- Residential consumer behavior research (completed phase 1 data validation in previous quarter; kicking off phase 2 with a new consultant to investigate conjoint market research topic)
- Contract negotiation with independent advisor to assist in reviewing conjoint market research findings
- Negotiate agreement with consultant to assist in the conversion of the regional economic model to a new software platform because existing software is being phased out by vendor

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

Expect to execute contracts under negotiation for:

- Developer supply model and redevelopment screen
- Conjoint market research
- Independent consultant / advisor for conjoint research to review and advise Metro staff
- Software conversion of regional economic model from AREMOS to Eviews

LDMS database –

- MF rental database
- SF price / valuation database
- Land absorption statistics



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## QUARTERLY REPORT

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

FISCAL YEAR:             FY 2016   AGENCY: Metro

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

PERIOD COVERED:       April 1, 2016 – June 30, 2016

EXPENDED TO DATE:     \$934,920

BALANCE:                             \$0

### **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. Originally targeted for completion this fiscal year, the estimation for the last couple of modules will continue into August.
- Application code is being developed concurrently.
- Five webinars were held during the third quarter as a means of introducing staff to the logic and framework of the model. Elements of the recorded sessions will also serve to introduce regional partners to the model during the tool acceptance phase
- Plans are being informally discussed as to the appropriate way to proceed during the sensitivity testing of the model. Next quarter, the plans will be finalized.

### Trip-based Model

- An initial series of model improvements were completed in January for use in the RTP analysis. In Quarters 3 and 4, work began on additional model improvements. Notable areas of enhancement included:
  - Refinement of variables and their parameters through model estimation
  - Development of new models for the school and college trip purposes
  - Refinement of skim data procedures derived from a new network base (better ground truth).
  - Refinement of intrazonal TAZ distances and centroid connector length. Both are more closely linked to the size of the zone.

Full calibration and validation of this model will be completed once all refinements are finished (Quarter 1, FY2017). This work is slightly behind schedule due to anomalies that were introduced into the model with the new skim data. However, the issue is resolved and work continues to progress.

### Pedestrian Model

- Informal discussions have begun as to the potential development of a more refined pedestrian model as compared to the one found in the current trip-based model. The decision has not yet been made as to how this work should proceed.

### 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. The University continues its research. Further reports on this work will not be entered until more information is shared by the University.

### Model Maintenance

#### Demand Model Input Data

- Refinements were made to the methodology for estimating TAZ intrazonal distance and centroid connector length. Both are more closely linked to the zone size. This work is complete and in use in the trip-based model development work.
- Refinements have been made to the model application code per the requirements of the trip based model development work.

### 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 complete.
- Plan for model sensitivity testing will be developed.

Trip-based Model

- The current phase of model development activities will be completed.

Pedestrian Model

- Decision will be made as to the potential for developing 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.

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## QUARTERLY REPORT

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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: April 1, 2016 – June 30, 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 focus groups and pilot survey were completed. Mobile app and web sites were finalized. Recruitment began last week of June and truck trip reporting began first week in July.

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

- Initial Implementation of the FHWA Demonstration Model will be complete. Contractor is continuing to update the FHWA Demonstration Model specification as a result of 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. Metro has continued to develop inputs under guidance of Contractor. Zones and Networks have been revised to correspond to updated commodity flow forecast data.
- Survey will be completed in Mid-Sept. Data preparation and analysis will be completed by end of quarter.

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## QUARTERLY REPORT

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

FISCAL YEAR: FY 2016 AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$47,604

BALANCE: \$71,140

**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 provided to a contractor for a PDC parking analysis.

Data and Modeling Services (private agencies)

- Travel flow data was provided to a contractor for a business in Tualatin.
- Travel flow data was provided to a contractor for a business in Gresham.

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

- Typically, the transportation modeling software maintenance fees for the regional jurisdictions are paid in August/September.

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## QUARTERLY REPORT

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GRANT: FY 2016 PL  
FY 2015 STP

FISCAL YEAR: FY 2016 AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$207,020

BALANCE: \$98,910

### 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 May OMPOC board meeting in Central Point (Rogue Valley MPO).
- Participated in the MPO/Transit District quarterly meeting in Eugene.
- Planned and conducted MPO staff meetings in April, May and June.
- Adoption of the 2016-17 UPWP and budget by JPACT and Council.
- Completion of federal self-certification in conjunction with the UPWP adoption.
- Complete SOW for Supplemental 5303 Funds.

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

- Attend the quarterly MPO/Transit District meeting in Eugene.
- Coordination of ongoing MPO committee activities.
- Organize and conduct monthly MPO staff meetings.
- Begin preparation for 2016 Quadrennial Certification Review (scheduled for October)



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## QUARTERLY REPORT

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GRANT: FY 2013 Next Corridor STP  
Other Funds

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$1,234,623

BALANCE: \$0

### **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.

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## QUARTERLY REPORT

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GRANT: Other Funds

FISCAL YEAR: FY 2016

AGENCY: Metro

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TASK DESCRIPTION:	<b>Southwest Corridor Plan</b>	<b>BUDGET:</b>	<b>\$3,629,399</b>
		Other Funds	\$3,629,399

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$1,192,391

BALANCE: \$2,437,008

### 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:

- Release of staff recommendations on preferred transit mode and light rail tunnel to the Portland Community College (PCC) Sylvania campus.
- April public forum on upcoming decisions on mode and PCC tunnel.
- Release of analysis and staff recommendations on technical modifications to alignments.
- Release of answers to questions submitted at April public forum.
- May Steering Committee decisions to select light rail as the preferred transit mode and remove study of a light rail tunnel to the Portland Community College Sylvania campus from further consideration.
- June Steering Committee decision to adopt technical modifications to light rail alignment options in Tigard.
- June Steering Committee adoption of an updated project Purpose & Need and endorsement of the Proposed Range of Alternatives for Environmental Review.
- Public input gathered through transit rider intercept survey on current ridership habits, desired safety/access improvements at existing transit stops, high-priority destinations in the Southwest Corridor and riders' feelings on potential negative impacts of a new light rail line.
- Release of public engagement summary for October 2014 through May 2016.
- Continued outreach to targeted stakeholders and communities

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

- Publication of Notice of Intent for preparation of a Draft Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) in the Federal Register.
- Public scoping period for EIS in August and September, including at least two public meetings and one agency meeting.
- Release of informational packet for public scoping in August.
- Early scoping meetings with targeted stakeholders and communities.
- Release of Request For Proposals (RFP) soliciting consultants to provide technical assistance for preparation of the Draft and Final EIS.
- Interview, select and contract the preferred respondent to the RFP.

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## QUARTERLY REPORT

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GRANT: FY 2016 PL  
FY 2016 Section 5303

FISCAL YEAR: FY 2016 AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$66,497

BALANCE: \$46,092

### 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.
- Awarded 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.
- Initiate technical team of local partners focused on the McLoughlin Investment Area to coordinate multiple grants and begin to define future investments.

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## QUARTERLY REPORT

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GRANT: Regional Freight & Passenger Rail Study STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 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:**

- Finalized Scope of Work
- Creation of working group (EVA Task Force)
- Launch of focus group events

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

- Focus group events + materials (October 2016)
- Consultant selection (October 2016)
- Market assessment of traded sector economy & goods movement in Portland-Vancouver MSA (February 2017)
- Economic Value Atlas (August 2017)
- SW Corridor Pilot Investigation Findings Report (October 2017)
- Pilot Investment Areas findings report (December 2017)
- Implementation Plan (December 17)
- Stakeholder engagement (Ongoing)

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## QUARTERLY REPORT

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GRANT: ITS STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$8,568

BALANCE: \$47,155

### **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:**

- Initial presentation to Technical Advisory Committee (TAC)
- Second TAC meeting

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

- Draft Regional ITS Communications Master Plan (Q2)
- Draft Regional ITS Architecture Update



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## QUARTERLY REPORT

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GRANT: ITS STP

FISCAL YEAR: FY 2016

AGENCY: Metro

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

PERIOD COVERED: April 1, 2016 – June 30, 2016

EXPENDED TO DATE: \$8,568

BALANCE: \$47,155

### NARRATIVE:

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

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

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

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

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

- Initial presentation to Technical Advisory Committee (TAC)
- Second TAC meeting

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

- Draft Regional ITS Communications Master Plan (Q2)
- Draft Regional ITS Architecture Update

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 18280

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Sherwood

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

PERIOD COVERED: April 1, 2016 - June 30, 2016

EXPENDED TO DATE: \$107,594

BALANCE: \$359,406

**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 (April 1, 2016 – June 30, 2016):**

During 4th Quarter of FY 2015-2016, the City evaluated the preferred alignment by reviewing the survey work and an initial environmental analysis. After confirming and modifying the alignment, the consultant team presented the results to the Local Trail Advisory Committee and Technical Advisory Committee who endorsed an alignment and received approval from to the Parks Advisory Board of the preferred alignment.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

During the first quarter of FY 2016-2017, the consultants will develop the design to 30%, with the deliverable expected by the end of the Second quarter of FY 2016-2017. We will prepare project prospectus-to 30% design (2<sup>nd</sup> Quarter FY 2016-17)

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Wilsonville

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

PERIOD COVERED: April 1, 2016 - June 30, 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 (April 1, 2016 – June 30, 2016):**

City of Wilsonville has concluded scope of work and fee negotiation with the consultant selected through the ODOT mini-RFP process. Department of Justice (DOJ) has completed first review of consultant contract. DOJ comments have been addressed and second DOJ review is underway.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

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

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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DOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Metro & City of Hillsboro

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

PERIOD COVERED: April 1, 2016 - June 30, 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 (April 1, 2016 – June 30, 2016):**

Hillsboro, Metro and ODOT staff had a kick off meeting on May 4, 2016. Project scope and schedule are being refined for the project.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

Preparing to execute an IGA by October 2017.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 17466

METRO IGA: TBD

FISCAL YEAR: FY 2015-16

AGENCIES: Metro & ODOT

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

PERIOD COVERED: April 1, 2016 - June 30, 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.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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- Produce design documents identifying the trail alignment, in sufficient detail to satisfy the needs of jurisdictional partners.
- Complete final technical memo

**Summary Status**

**Milestones/deliverables for this reporting period (April 1, 2016 – June 30, 2016):**

Finalized and executed an IGA with ODOT.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

Issue an RFP for consultant support on the project.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19299

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland

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

PERIOD COVERED: April 1, 2016 - June 30, 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 (April 1, 2016 – June 30, 2016):**

- Development and coordination of the IGA continues with ODOT
- Approved and executed IGA enabling CMAQ \$852,000 of CMAQ to be obligated by the end of Federal Year 2016 is not certain
- IGA is currently under review by the Department of Justice
- Revised approved and executed IGA is expected next quarter





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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 18024

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland (lead)

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

PERIOD COVERED: April 1, 2016 - June 30, 2016

EXPENDED TO DATE: \$37,217

BALANCE: \$102,090

**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 (April 1, 2016 – June 30, 2016):**

- Task 4.0: Held joint Project Management Team and Stakeholder Advisory Committee meeting on May 24, 2016.
- Task 4.1: Completed Draft Constraints/Gaps/Needs report and Solutions Toolbox for review by the PMT and SAC

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

- Task 4.0 - Complete Final Constraints/Gaps/Needs report.
- Task 5.0 - Develop and Evaluate Transportation System Improvements and Alternatives.
- Task 6.0 – Identify and Recommend Improvements and Cost Estimates.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19359

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Washington County

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

PERIOD COVERED: April 1, 2016 - June 30, 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 (April 1, 2016 – June 30, 2016):**

Development of final County-ODOT IGA content. County executed the IGA on 5/17/16. ODOT counter-executed the IGA on 6/7/16. Consultant Statement of Work (SOW), draft budget and input revisions to the ODOT Request for Proposal (RFP) for design consultant acquisition provided to Michelle Thom at ODOT.

Michele is currently seeking obligation of project funding. County has no authorization to spend funds yet. Thus other than details described in prior paragraph, no other activity has occurred for this reporting period.

#### **Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

Following verification from Michele of project funding obligation, the following work will start:

- RFP finalization, solicitation/advertisement thru ODOT
- Initial County staff work on pre-RFP advance list site selections
- County staff evaluation of RFP submissions, consultant selection, ODOT contract execution with selected consultant, start of consultant SOW tasks.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Portland

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

PERIOD COVERED: April 1, 2016 - June 30, 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 (April 1, 2016 – June 30, 2016):**

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 (July 1, 2016 – September 30, 2016):**

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

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: City of Gladstone

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

PERIOD COVERED: April 1, 2016 - June 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$224,999

**Description**

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

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

**Summary Status**

**Milestones/deliverables for this reporting period (April 1, 2016 – June 30, 2016):**

Meeting with Gladstone, ODOT and Metro staff. Jenni Lipscomb was assigned as the project lead for Gladstone and work has begun to redraft the project description.

**Staff update in place of agency's update:**

Gladstone, Metro and ODOT assemble and receive all documents needed for submittal to ODOT for project authorization.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 18006

METRO IGA: 30391 (ODOT)

FISCAL YEAR: FY 2015-16

AGENCIES: Portland State University

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

PERIOD COVERED: April 1, 2016 - June 30, 2016

EXPENDED TO DATE: \$26,619

BALANCE: \$196,271

**Project Contact:**

Name: John MacArthur

Title: Research Associate

Email address: jhmacart@pdx.edu

**Description**

**Program/Project Summary**

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

**Summary Status**

**Milestones/deliverables for this reporting period (April 1, 2016 – June 30, 2016):**

- Obtained DMV data for the number of EVs in Oregon
- Created EV analysis for 2015 EV sales and presented the data to the Energize Oregon Coalition. Further refinement of the data is still be done. The intent is to do this analysis twice a year and report the findings.
- Drafted survey questions for the statewide survey.
- Planned for the statewide survey, including gathering DMV EV/hybrid owner contacts, planned procedure for survey and developed human subject's protocol.
- Co-chaired an Energize Oregon Coalition Outreach conference call in May 2016 and June 2016. These call will take place quarterly.
- Prepared for EVRoadmap 9, which will take place at the end of July 2016.
- Met with ODOT's new CAVE policy coordinator. This person will be a critical contact for this project.

QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

- PSU will hopefully launch the statewide survey in the next quarter.
- Revise the workplace for the project with the Energize Oregon Coalition Outreach committee to ensure the efforts of the project align with evolving activities in the state.

VARIOUS							
<b>Name: VEHICLE ELECTRIFICATION PROJECT</b>						<b>Key:</b> 18006	
						<b>Region:</b> 1	
<b>Highway:</b>			<b>ACT:</b>	REGION 1 ACT			
<b>Route:</b>			<b>MPO:</b>	Portland Metro MPO			
<b>Mile points:</b>			<b>Applicant:</b>	METRO			
<b>Length:</b>			<b>Status:</b>	Non-Construction Project			
<b>Description:</b>	ELECTRIC VEHICLE ACQUISITION AND INFRASTRUCTURE DEVELOPMENT			<b>Work Type:</b>	CMAQ		
<b>Approved STIP Amounts</b>							
	Planning	Preliminary Engineering	Right of Way	Utility Relocation	Construction	Other	<b>Total STIP Amount</b>
<b>Phase Total:</b>	\$222,891					\$334,336	<b>\$557,227</b>
<b>Current Project Estimate</b>							
	Planning	Preliminary Engineering	Right of Way	Utility Relocation	Construction	Other	<b>Project Total</b>
<b>Year:</b>	2016					2016	
<b>Phase Total:</b>	\$222,891					\$334,336	<b>\$557,227</b>
<b>First Fund:</b>	ADVCON \$200,000					CMAQ \$300,000	
<b>Match:</b>	\$22,891					\$34,336	
<b>Amendment No:</b>	15-18-552		<b>Approval Date:</b>	09/21/2015			
<b>Requested Action:</b>	Slip the PL and OT phases to 2016.						<b>AMENDED</b>

STP Obligation Date: 9/25/2015

EA: C3385292

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2015-16

AGENCIES: Tualatin Hills Park & Recreation  
District

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PROJECT:	Beaverton Creek Trail SW Hocken to WST	Federal:	\$800,000
		Local:	\$91,564
		Total:	\$891,564M

PERIOD COVERED: April 1, 2016 - June 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$891,564

**Description**

**Program/Project Summary:**

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

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

**Summary Status**

**Milestones/deliverables for this reporting period (April 1, 2016 – June 30, 2016):**

The project has been changed from a PE to Planning, initially, due to changes in site conditions and project assumptions made in 2013 in order to better determine a feasible and constructible trail alignment.

THPRD sent a revised scope of work to ODOT with an initial focus on a Planning phase. ODOT provided a draft IGA to THPRD who has reviewed and returned it to ODOT with attorney comments.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

THPRD is continuing the process of contacting property owners adjacent to the proposed trail alignment to gauge their support for the project and willingness to work with THPRD in providing easements, donations or acquisition of property in order to establish a preferred trail alignment. THPRD will provide ODOT and Metro with a summary of who was contacted and their initial reactions to the proposed trail



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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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alignment.

The IGA is anticipated to be completed by an August THPRD Board of Directors meeting for approval in order to obligate federal funds to the project by September 30, 2016.

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QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19786

METRO IGA:

FISCAL YEAR: FY 2015-16

AGENCIES:

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PROJECT:	I-205 Stafford Rd to OR99E	Federal:	\$2,305,500
		Local:	\$194,500
		Total:	2,500,000

PERIOD COVERED: April 1, 2016 - June 30, 2016

EXPENDED TO DATE: \$0

BALANCE: \$2,305,500

**Description:**

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

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

**Summary Status**

**Milestones/deliverables for this reporting period (April 1, 2016 – June 30, 2016):**

- Metro approval for the formal amendment to add the project to the MTIP/STIP occurred on June 23, 2016 via Resolution 16-4705.
- OTC funding approval was March 17, 2016.
- Project in approved MTIP/STIP via amendment # 15-18-1112 with approval by FHWA as of July 6, 2016.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1, 2016 – September 30, 2016):**

- Complete the National Highway Freight Program fund obligation and implement project development activities.

**Last Quarter's Update:**

- N/A – The 4<sup>th</sup> quarter 15-16 report is the first UPWP reporting cycle for the project.

QUARTERLY REPORT  
(PROJECT DEVELOPMENT PLANNING)

<b>CLACKAMAS</b>							
<b>Name:</b>	I-205:STAFFORD RD - OR99E					<b>Key:</b>	19786
						<b>Region:</b>	1
<b>Highway:</b>	EAST PORTLAND FREEWAY	<b>ACT:</b>	REGION 1 ACT				
<b>Route:</b>	I-205	<b>MPO:</b>	Portland Metro MPO				
<b>Mile points:</b>	3.30 to 9.30	<b>Applicant:</b>	ODOT				
<b>Length:</b>	6.00	<b>Status:</b>	Planning				
<b>Description:</b>	Planning activities to add a third lane in each direction between Stafford Road and OR43 and a fourth lane on the Abernethy Bridge to help separate through traffic.					<b>Work Type:</b>	MODERN
<b>Approved STIP Amounts</b>							
	Planning	Preliminary Engineering	Right of Way	Utility Relocation	Construction	Other	<b>Total STIP Amount</b>
<b>Phase Total:</b>	\$2,500,000						\$2,500,000
<b>Current Project Estimate</b>							
	Planning	Preliminary Engineering	Right of Way	Utility Relocation	Construction	Other	<b>Project Total</b>
<b>Year:</b>	2016						
<b>Phase Total:</b>	\$2,500,000						\$2,500,000
<b>First Fund:</b>	\$2,305,500						
<b>Match:</b>	\$194,500						
<b>Amendment No:</b>	15-18-1112		<b>Approval Date:</b>	06/24/2016			
<b>Requested Action:</b>	Add a new Planning with FAST Act freight formula funds of \$2.5M						<b>AMENDED</b>
<b>Footnote:</b>	Approved by OTC 03-17-16						

NHFP Earmark Obligation Date:

EA: