

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)
AMENDMENTS TO THE FY 2001)
UNIFIED WORK PROGRAM)

RESOLUTION NO. 00-2990A
Introduced by Councilor Jon Kvistad,
JPACT Chair

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2001; and

WHEREAS, The FY 2001 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 2001 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, With adoption of the Regional Transportation Plan and review of the scopes of work and resources allocated to the I-5 Trade Corridor Study, the TCSP Eastside Urban Reserve Planning Study, and the Highway 217 Corridor Study, planning conditions and needs have changed since adoption of the FY 2001 Unified Work Program; and

WHEREAS, The changing conditions warrant an amendment to the FY 2001 Unified Work Program; and

WHEREAS, the proposed amendments to the FY 2001 Unified Work Program is consistent with the Metro budget approved by the Metro Council; now, therefore,

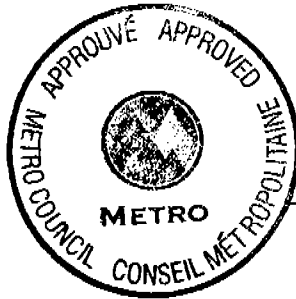
BE IT RESOLVED,

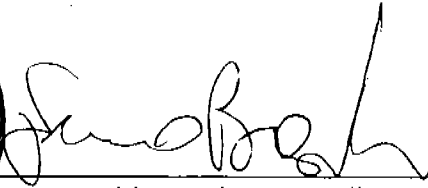
That the Metro Council hereby declares:

1. That the FY 2001 Unified Work Program is amended as shown in Exhibit A.

2. That Metro's Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the amendments to the Unified Work Program.


ADOPTED by the Metro Council this 26th day of OCTOBER, 2000.





David Bragdon, Presiding Officer

Approved as to form:


for

Daniel B. Cooper, General ~~Council~~ *Counsel*

Attachment: Exhibit A – Amendments to the Unified Work Program

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PROGRAM DESCRIPTION

The Highway 217 Corridor Study has been deferred in the FY 2001 UWP pending completion of the Corridor Initiatives Program. The project is recognized as a priority refinement study as identified in the adopted 2000 RTP. The study will be reconsidered for funding in the FY 2002 UWP.

The Highway 217 Corridor Study will identify transportation-access strategies for the regional centers and meet other access and mobility needs in the Highway 217 Corridor. The need for this study results from a number of other related studies that have called for: 1) additional capacity on Highway 217; 2) commuter rail between Wilsonville and Beaverton; 3) increased development in the Washington Square and Beaverton Regional Centers; 4) improvements to the I-5/217/Kruse Way interchange and addressing circulation issues through local system plans. Metro is lead agency on the second phase of the Highway 217 study, which commenced with an engineering-constraints analysis by ODOT.

The study will use previously-developed information from regional center development plans, the Western Bypass Study, commuter rail and the Regional Transportation Plan as the basis for beginning the analysis. However, the program is essentially a new separate study responsible for updating or developing all relevant data and information as necessary. The study began with significant background work started by ODOT in FY 1999 and completed in mid-FY 2000. Metro commenced the second phase in mid-FY 2000.

Recommendations from the Highway 217 Study could affect access to the Beaverton and Washington Square Regional Centers and other commercial and residential access between Highway 26 and I-5 in Beaverton, Tigard and Portland. Highway 217 also serves the industrial and high-technology centers off US 26 and is the primary freight facility on the West Side of the region.

RELATION TO PREVIOUS WORK

In FY 2000, the following activities were accomplished:

- Development of background data on travel patterns;
- Identification of the physical constraints within the corridor, which will define the envelope for capacity improvements;
- Establishment of a preliminary range of costs for various capacity improvements;
- Preliminary assessment of potential operational benefits of various initial capacity improvement concepts;
- Scoping (in consultation with local governments and interested parties);
- Stakeholder interviews to determine issues and interests;
- Definition of problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land-use goals and to facilitate regional travel;
- Interviews with area shippers to identify freight issues;
- Establishment of a technical and policy review process; and
- Establishment of a public-involvement process that keeps the public actively involved through regularly scheduled meetings with a Citizens Advisory Committee, general mailings and other outreach efforts.

OBJECTIVES

- Establish a public-participation program consistent with Metro's Public Involvement Policies;
- Define the problems and needs in the study area, including travel patterns and land-use goals;
- Define and evaluate a relevant range of alternatives;
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach; and
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

PRODUCTS AND TARGETS

If the study is commenced in FY 2002, the products and targets will include:

- Development of evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental agreement implications;

HIGHWAY 217 CORRIDOR STUDY

- Development of a wide range of alternatives for all modes in addition to demand management;
- Conduct preliminary evaluation of the improvement scenarios with respect to criteria, including but not limited to cost, financing and travel performance;
- In conjunction with advisory groups, select a smaller group of three to five alternatives for detailed study;
- Perform engineering, detailed cost, travel performance and land-use/community analysis of three to five alternatives; and
- Select preferred alternative in conjunction with advisory groups that defines the 20-year strategy within the 217 Corridor including:
 1. Recommendations for motor-vehicle operations, including strategies for general purpose, express and HOV lanes;
 2. Freight preferential treatments, as appropriate;
 3. Arterial, collector and local street improvements to the degree necessary to preserve Highway 217 function and level-of-service;
 4. Preferential treatment for transit within the study area;
 5. Appropriate TSM/TDM strategies to manage demand and enhance system operations; and
 6. Appropriate design, mitigation or local strategies to enhance communities within the corridor consistent with their 2040 Growth Management Concept designation.

Budget Summary

Resources:	FY 2001
FY 01 PL	\$ 274,584
FY 01 Section 5303	\$ 30,000
FY 01 STP/ODOT Match	\$ 70,928
FY 01 ODOT Supplemental	\$ 85,000
Metro	\$ 28,988
Other	\$ 150,000
Total Resources	\$ 639,500
Requirements:	
Personal Services	\$ 315,760
Materials & Services	\$ 185,000
Interfund Transfers	\$ 125,546
Computer	\$ 13,194
Total Requirements	\$ 639,500
Time Equivalent Staffing	
Regular Full Time Equivalent Staffing	3.860
Total Full Time Equivalent	3.860

Clackamas and Washington County Arterial ITS Master Plans

In fiscal year FY 00-01, both Clackamas and Washington County will prepare master plan documents for deployment of comprehensive arterial ITS management systems on significant facilities, including inventory of controller and signal equipment status and compatibility, field device communication concepts and routing, preliminary evaluation of surveillance needs and locations, preliminary evaluation of onstreet variable message signage needs and locations and management center hardware and software requirements. Additional projects funds have been allocated in FY 02 and 03 for first phase preliminary engineering and signal timing plan development to support procurement and deployment of equipment. A critical aspect of the planning work will be to assure compatibility of county arterial management systems with the regional ITS architecture and national ITS standards.

Resources

FY 2001

FY 01 Regional STP
FY 01 CMAQ

\$ 70,000
\$130,000

(This report will be added to the FY 2000-01 UWP, pages 40-48.)

I-5 North Trade Corridor StudyPROGRAM DESCRIPTION

The I-5 Corridor is critical to the metropolitan economy and to national and international trade. I-5 is an important trade route from Canada to Mexico. Ports along the I-5 route also serve significant international trade, including the large Pacific Rim trade. Traffic congestion on I-5 affects goods moved by air, rail, barge and truck and passenger travel. Within the Portland/Vancouver region, I-5 has a number of bottlenecks. The most significant bottleneck in the I-5 corridor in the region occurs between I-205 in Vancouver, Washington and I-84 in Portland. Within this corridor across the Columbia River lies one of the last and most active remaining drawbridges on the interstate system. Developing plans to address this bottleneck will require bi-state involvement. Because of the importance in the region of community livability, the environment and national and international trade, plans to address the bottleneck must address a broad range of issues and include numerous stakeholders and the public.

The Transportation Equity Act for the 21st Century (TEA-21) recognizes the importance of trade corridors to the national economy and has designated I-5 within the Portland Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. This means that I-5 is eligible to apply federal funds under the National Corridors and Borders Program.

RELATION TO PREVIOUS WORK

The I-5 North Trade Corridor Study builds on work previously completed in FY 1999-2000 by ODOT and WSDOT in coordination with Metro and other jurisdictions. During the last fiscal year, the I-5 Trade Corridor Study applied for and received a grant from FHWA from the National Corridors and Borders Program for study of the I-5 Trade Corridor. Over the last fiscal year, the ODOT and WSDOT convened a Leadership Committee, made up of civic and business leaders from the bi-state area. After consideration of a range of possible approaches to the problems in the I-5 corridor, the committee concluded with recommendations that:

- The problems in the I-5 corridor are significant and will require a significant effort to address but that the region can not afford to do nothing.
- The Corridor needs to have a multi-modal approach to the problem that includes freight rail, highway, arterial and transit improvements in addition to policies and programs that reduce travel demand.
- Funding for the bridge and other improvements in the corridor will require the use of tolls, assuming the current structure of public funding.
- All jurisdictions in the bi-state area, both state legislatures and congressional delegations will need to work together to support projects, policies and programs for the corridor.

OBJECTIVES

In FY 2001, the I-5 Trade Corridor Study will evaluate the range of possible rail, transit, highway and arterial projects that improve the flow of goods across the Columbia River and support the region's land use goals. The study will also identify reasonable demand management policies to reduce the need for additional capacity. The study will work with the public, business community, jurisdictions and agencies on both sides of the Columbia River to develop a corridor plan that supports the community's land use and economic vision for the area. The program will also develop a funding and phasing strategy for the plan, including working with state and congressional delegations to identify possible funding sources.

ODOT and WSDOT will co-lead the I-5 Trade Corridor Study with coordination with Metro, RTC and other jurisdictions and agencies. Metro staff will participate on the various advisory and technical committees that will oversee the work on this study.

Services, Products, Activities:

- Briefing of the Bi-State Transportation Committee, JPACT, Metro Council and other elected officials and agencies on the options for the corridor plan elements.
- Participating in the project management and advisory groups for the study to advise on the overall study direction and development of project milestones.

I-5 NorthTrade Corridor Study

- Participating in technical review committees to review travel demand forecasts, costs, land use issues and other technical study elements including an assessment of the effect of corridor options on the regional and national economy, mobility, access and land use goals.
- Participating in public outreach committees that oversee the nature and extent of efforts to involve the general population and persons of low-income minority and other special populations in the consideration of corridor options.

Customers, Clients or Target Groups:

I-5 North corridor improvements would affect travel patterns and land use in both the Metro and Clark County areas. This will affect the public at large, the shipping and carrier industries at large, the Ports of Portland and Vancouver, access to intermodal facilities and industrial area in North Portland and in Clark County and neighborhoods in both North Portland and Clark County. The I-5 Corridor also affects goods shipped from both Oregon and Washington as well as forming a critical link in the national shipping needs.

PRODUCTS AND TARGETS

Metro staff will participate with other agency staff, the public and elected officials to work together as one region to:

- Identify priorities for federal funding requests for the Corridor that have regional and bi-state support.
- Identify the rail, transit, highway and arterial projects for consideration as part of the I-5 Corridor plan and analyze their feasibility and extent to which they support land use goals.
- Identify public support for projects, policies and programs in the I-5 Corridor.
- Identify policies and programs that lead to reducing travel demand in the corridor
- Identify level of support from private sector, including the railroads, for the corridor plan.
- Identify a financing strategy and phasing plan.
- Begin seeking approval of the corridor plan.

Budget Summary

Resources:	<u>FY 2001</u>	Resources:	<u>FY 2001</u>
FY -1 STP/ODOT Match	\$82,532		
Metro	\$ 4,468		

Total Resources

Requirements:		
Personal Services	\$60,727	FY 00 PL
Materials & Services	0	FY 00 STP/ODOT Match
Inter-fund Transfers	\$26,273	FY 00 ODOT Supplemental
Contingency		Metro
Computer	0	
Total Requirements	\$87,000	

Full-Time Equivalent Staffing

Regular Full-Time Equivalent Staffing	0.660
Total Full-Time Equivalent	0.660

Budget Summary

Resources:	FY 2001
FY 01 PL	\$ 61,350
FY 01 Section 5303	\$ 10,000
FY 01 STP/ODOT Match	\$ 52,575
FY 01 ODOT Supplemental	\$ 30,000
Metro	\$ 10,075
Total Resources	\$ 164,000
Requirements:	
Personal Services	\$ 101,136
Materials & Services	\$ 20,000
Interfund Transfers	\$ 40,164
Computer	\$ 2,700
Total Requirements	\$ 164,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.393
Total Full-Time Equivalent	1.393

RTP BUSINESS PARTNERSHIPS

PROGRAM DESCRIPTION

Resolution No. 00-2969B before the Metro Council for the purpose of adopting the 2000 Regional Transportation Plan provided for additional work with the regional business community. Specifically, the resolution stated: "That Metro will undertake an additional analysis of the region's transportation problems and solutions with various regional business coalitions in the metropolitan area and that JPACT, MPAC and the Metro Council consider resulting modifications or refinements to the RTP within one year of this additional effort."

This work program would undertake a series of activities designed to engage the business community in the Regional Transportation Planning process, to establish partnerships and to develop agreement on a 3-5 year Action Plan for implementation.

RELATION TO PREVIOUS WORK

This work program would build upon work completed as part of the 2000 RTP, the Commodity Flow Analysis and the I-5 Trade Corridor study. Additional outreach would be performed to further identify business transportation needs within the region. Existing data and models would be analyzed to address more specifically the identified needs and problems and to propose solutions. These problems and solutions would then be presented to area business coalitions and a joint government/business action plan developed for implementation of agreed upon priorities.

OBJECTIVES

- Increase awareness on the part of public agencies of the transportation needs and priorities of businesses in the metropolitan area.
- Coordinate activities with the Transportation Summit and other related efforts.
- Develop a common understanding regarding transportation and land use planning concepts and principles.
- Establish a process for involving the regional business community in regional transportation planning decisions.
- Create joint business/government ownership of transportation problems and a partnership to develop a more efficient and effective transportation system.

PRODUCTS AND TARGETS

- Meet with stakeholder groups and individuals throughout the region to finalize a scope of work for this work program.
- Establish a single business advisory committee to oversee this work program at key points throughout the process.
- Conduct interviews and workshops with representatives of the regional business community to identify specific business transportation needs and priorities.
- Analyze problems identified by stakeholders. Current budget allows use of existing data from recent and on-going studies as well as limited new analyses.
- Develop agreement with the business advisory committee on how 2000 RTP projects can be better prioritized or how new projects could be developed to address the most critical needs.
- Propose a short list of projects and processes to address key concerns identified, above, and to be included in the RTP, as necessary.
- Through workshops or other public involvement techniques, establish agreement on a short-term (approximately 3-5 year) Action Plan, including specific processes, policies and projects, with deadlines, to implement identified priorities. Medium-term goals may be developed as well. This Action Plan may include specific transportation finance strategies identified by the Transportation Summit.
- Obtain TPAC, JPACT and Metro Council approval of the recommended Action Plan.
- Produce and distribute final brochure or other outreach materials to highlight Action Plan.

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 20,144
FY 01 Section 5303	\$ 20,000
FY 01 STP/ODOT Match	\$ 60,493
FY 01 ODOT Supplemental	\$ 55,000
Metro	\$ 10,363
Total Resources	\$ 166,000
Requirements:	
Personal Services	\$ 106,013
Materials & Services	\$ 15,000
Interfund Transfers	\$ 42,287
Computer	\$ 2,700
Total Requirements	\$ 166,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.350
Total Full-Time Equivalent	1.350

REGIONAL TRANSPORTATION PLAN

PROGRAM DESCRIPTION

The adopted Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. Ongoing maintenance and periodic updates of the RTP ensure that the plan adequately reflects changing population, travel and economic trends; including Federal, State and regional planning requirements.

Local transportation plans in the region must conform with the RTP. Metro provides ongoing technical and policy support for local transportation planning activities. The RTP program also includes corridor studies conducted in cooperation with the state and local jurisdictions.

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 1997 and was concluded in FY 2000. The purpose is twofold: First, the plan was updated to meet requirements set forth in the State Transportation Planning Rule and federal planning regulations. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. During FY 1998-99, the RTP update focused on policy revisions, technical research and system alternatives analysis. The final draft was adopted by Council ordinance in Fall 1999. As a result, the focus of the project in FY 2001 will shift to emphasis on public review and comment, Council adoption and implementation through local transportation plans.

The current RTP update represents the most dramatic change since the plan was originally adopted in 1982 and, upon completion, will significantly affect local transportation plans. As a result, the update process was developed to foster extensive involvement of the public and local jurisdictions at every step. This included ten technical work teams made up of local planners, engineers and citizen experts and a 21-member RTP Citizen Advisory Committee (CAC) that met monthly to discuss each step of the update. The CAC's final recommendations on transportation policies and principles for project development were forwarded to both JPACT and the Metro Council. In addition, regular joint RTP workshops of TPAC/MTAC and JPACT/MPAC were held to ensure an ongoing dialogue on the policy implications of the update.

The updated policy component of the RTP update was approved by resolution in July 1996; and in 1997, it became the basis for adopting Chapter 2 of the Regional Framework Plan (RFP). The RTP policies also serve as the foundation for Title 6 of the Urban Growth Management Functional Plan (UGMFP), which was adopted in November 1996 and amended in conjunction with the RFP adoption in December 1997. In FY 2000, the program emphasis focused on completion of the system component of the plan, including a financial constraint analysis. On December 16, 1999, the Metro Council approved the updated RTP by resolution. Upon completion of the financial constraint element, the updated plan will be adopted by ordinance, including policies, findings, recommended projects, implementation requirements and a technical appendix detailing the methodology used in developing the plan (see Local Plan Coordination Program).

In FY 2001, the work program will shift toward implementation. State transportation planning rules require the 24 cities and three counties in the Metro region to update their local plans within one year of adoption of the RTP for consistency with regional requirements. Technical support and review of these local plans will be the primary focus of RTP staff during this period, which roughly extends through FY 2001.

OBJECTIVES

RTP Adoption: The Metro Council is scheduled to approve the full RTP by ordinance in July 2000, triggering a one-year period in which local plans must be updated for compliance with the RTP.

- When adopted by ordinance early in FY 2001, the plan will feature two distinct components: Relevant federal planning guidelines and provide the basis for selecting projects for funding through the MTIP. This plan is based upon a conservative estimate of reasonable, anticipated revenue and is the plan modeled for air-quality conformity.

- **Strategic Plan.** This plan represents a desired 20-year outcome and includes a strategy to pursue additional revenue xxx xxx what is assumed in other financially constrained xxxx. This strategically greater investment scenario will enable the region to better xxx objectives for preservation and performance of the multi-modal system. It also better achieves the goals defined in Metro's Region 2040 Growth Concept and represents the system that complies with the State Transportation Planning Rule.

Upon adoption by ordinance, findings of compliance with TEA-21 and an air-quality conformity determination will be submitted to FHWA/FTA.

Local TSP Implementation: Metro will work closely with local governments during the next fiscal year to ensure that regional policies and projects are reflected in local plans. This work element will also include a range of informational materials intended to assist local jurisdictions in satisfying regional transportation planning requirements.

Management Systems: Congestion (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1998. Key activities for FY 2001 will be to incorporate information into planning activities, system monitoring based on management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Street Design and Connectivity: Metro will conduct a follow-up study on street connectivity standards to determine the mode-split benefits for transit, bicycling and pedestrians as well as refine estimates for VMT reduction. The study will assist local governments in meeting Regional Framework Plan mode-split targets. Metro has also proposed an environmental street design handbook to guide transportation improvements in sensitive areas. Work on the handbook would be completed during FY 2001.

Green Streets Project: Metro has been awarded TGM funds by the State of Oregon to complete this project. The purpose is to develop a handbook of "best practice" street designs that consider opportunities for mitigating stormwater runoff. The project also includes a detailed inventory of stream culverts on regional facilities where retrofits are necessary to enable salmonoid fish migration (see Green Streets Program).

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies; listing information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly public-release version and a technical appendix.

Public Involvement: All activities require early, ongoing and responsive public involvement techniques. Final hearing and adoption actions will occur late in FY 2000. Comment/response documents will be developed and records compiled for submittal with update study findings to DLCD. Metro's Public Involvement Procedures will also be updated based upon lessons learned from the RTP update and other studies. As part of reviewing the Public Involvement Procedures, approaches for addressing Environmental Justice outreach and impacts will be developed for planning and programming activities.

PRODUCTS AND TARGETS

1. Meet or exceed provisions of the state TPR for development of multi-modal policies, plans and programs in the updated RTP. As the transportation functional plan for the Regional Framework Plan, the RTP will include the following components:
 - Modal elements for motor vehicles, public transportation, pedestrians, bicycles and freight;
 - Street design provisions that integrate modal considerations and relate the RTP to 2040 Growth Concept land use and transportation policies;
 - Transportation system management, parking and demand-management strategies;
 - Financial forecast and corresponding system implementation strategies; and
 - Specific corridors and sub-areas where refinement plans are warranted.
2. Satisfy Federal TEA-21 planning requirements in the updated RTP;

3. Initiate a broad public outreach effort prior to adoption of the updated RTP;
4. Publish an adopted Regional Transportation Plan with corresponding "citizen's handbook" version for regional distribution;
5. Complete and publish the RTP Technical Appendix for regional distribution;
6. Complete follow-up studies on street design and connectivity;
7. Create and publish the proposed "Green Streets" environmental design handbook;
8. Create and publish a series of local transportation tools based upon the updated RTP;
9. Coordinate and provide technical assistance in local transportation system plan development and adoption;
10. Continue to coordinate regional corridor refinement plans identified in the RTP with ODOT's corridor planning program;
11. Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel-demand projections, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and
12. Participate with local governments on state TGM grants related to implementation of the updated RTP and development of local transportation system plans; and
13. Revise, as necessary, Metro's Public Involvement procedures and define planning and programming approaches to address federal Environmental Justice requirements.

Budget Summary

Resources:		FY 2001
FY 01 PL		\$ 146,700
FY 01 STP/ODOT Match		\$ 26,431
FY 01 Section 5303		\$ 45,000
FY 01 ODOT Supplemental		\$ 50,000
FY 01 Tri-Met		\$ 36,000
Metro		\$ 42,869
Total Resources		\$ 347,000
Requirements:		
Personal Services		\$ 215,401
Materials & Services		\$ 20,200
Interfund Transfers		\$ 96,504
Computer		\$ 14,895
Total Requirements		\$ 347,000
Full-Time Equivalent Staffing		
Regular Full-Time Equivalent Staffing		2.914
Total Full-Time Equivalent		2.914

TRANSIT PLANNING PROGRAM

PROGRAM DESCRIPTION

Because this effort will result in transit and alternative transportation improvements, it supports the budget theme that Metro will identify and promote multiple transportation choices to easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles also supports the budget theme of improving air quality. This program will implement the transit-policy direction established by the RTP with an emphasis on coordinating with Tri-Met and other transit providers to ensure that short, medium and long-range transit needs are addressed.

RELATION TO PREVIOUS WORK

This program follows up on the FY 99-00 adoption of the Regional Transportation Plan (RTP). The Transit Element of the RTP needs to be followed by concerted efforts to ensure that transit providers and local jurisdictions implement transit service that supports the policy direction of the RTP. In addition, Tri-Met undertook several transit-planning and service-improvement efforts in FY 99-00, such as the McLoughlin Corridor Improvement Program and the Transit Choices for Livability initiative. Tri-Met is also looking at developing rapid bus service within Barbur Corridor. These efforts would benefit from the assistance of Metro to ensure that local jurisdiction and Tri-Met or SMART transit plans are implementing the RTP policy direction and that high capacity transit initiatives are regionally prioritized.

OBJECTIVES

- Ensure that RTP transit-policy direction is implemented by transit providers and local jurisdictions;
- Evaluate the potential of providing inter-urban passenger rail service in underutilized rail corridors, such as the Jefferson Branch Line to Lake Oswego or the Wilsonville to Beaverton corridor;
- Assist transit operators and local jurisdictions in the development of their short, medium and long-range transit plans; in particular, Elderly and Disabled Service Plans and Tri-Met's Transit Choices for Livability program, Annual Service Plan and 10-Year Service Plan;
- Evaluate high capacity transit corridors for future project development;
- Identify promising transit modes to address high capacity transit corridor needs;
- Assist transit operators in meeting the service requirements mandated by the Americans with Disabilities Act, the Environmental Justice Executive Order and other federal requirements;
- Assist transit operators in the implementation and evaluation of the federal Access to Jobs and Reverse-Commute initiative;
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources; and
- Evaluate institutional arrangements for the provision of transit service to low-density areas of the region.

PRODUCTS AND TARGETS

- Identify needs, and facilitate discussion, with Tri-Met, SMART and local jurisdictions on how best to address them;
- Perform technical analysis to refine RTP policy directives;
- Develop and manage a public-involvement program as needed;
- Prepare detailed work programs, budgets and schedules for various activities;
- Manage the study in accordance with the work program, budget and schedule;
- Procure consultant assistance as required;
- Manage federal grant funding and execute Intergovernmental Agreements as needed; and
- Serve as liaison with the Federal Transit Administration.

TRANSIT PLANNING PROGRAM

Budget Summary

Resources:	FY 2001
FY 01 STP/ODOT Match	\$ 72,571
FY 01 Tri-Met	\$ 76,500
Metro	\$ 3,929
Total Resources	\$ 153,000
Requirements:	
Personal Services	\$ 106,516
Materials & Services	\$ 0
Interfund Transfers	\$ 41,804
Computer	\$ 4,680
Total Requirements	\$ 153,000
Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.370
Total Full-Time Equivalent	1.370

TCSP EASTSIDE URBAN RESERVE PLANNING

PROGRAM DESCRIPTION

Conduct a cooperative planning project to provide conceptual planning for the Pleasant Valley/Damascus urban reserve areas with the Transportation and Community and System Preservation Pilot Program (TCSP) grant from the Federal Highway Administration. Cooperating jurisdictions include Gresham, Portland and Clackamas County as well as Portland State University. Planning will include determining necessary natural resource protection, transportation connections and improvements and the appropriate locations for various land uses. The project is expected to take 27 months.

RELATION TO PREVIOUS WORK

The TCSP grant award is the first of its kind, involving several key stakeholders. During FY 2000, Metro developed and refined a work plan that met the needs of two cities, a county, Portland State University and a consultant. This effort required the following:

- Defining the roles and staffing needs of each participant;
- Coordinating the TCSP process with another grant effort undertaken by Clackamas County;
- Assessing the technical capabilities of each participant;
- Developing a comprehensive public outreach program; and
- Determining the role of the consultant(s).

OBJECTIVES

- Land-use planning that ensures adequate densities and a good mix of land uses to balance access to jobs and services;
- Model development and analysis of alternative transportation networks;
- Development of a multi-modal regional transportation framework that addresses the deficiencies of the current road network to provide good local and regional access for future residents and employees;
- Minimize storm-water runoff from the increased urbanization that could otherwise worsen the severe annual flooding in the lower Johnson Creek; and
- Minimize further degradation of water quality due to increased sources of pollution in the upper Johnson Creek and Rock Creek watersheds.

PRODUCTS AND TARGETS

- Maps of natural resource and hazard areas including drainage basins, floodplains, steep slopes and streams and wetlands;
- A mediation framework for resolving issues between public agencies regarding infrastructure development and wildlife habitat protection;
- Schematic urban reserve plan for areas not yet added to urban growth boundary (reserves 6-11) that addresses future transportation connections, storm-water drainage, natural resource protection and land use;
- Urban reserve concept plan and policies for areas already inside the urban growth boundary (reserves 4 and 5) that address the issues listed above as well as the jobs housing balance and more detailed analysis and policy development for environmental protection;
- "Green Streets" Handbook (funds for transportation designs provided by a separate TGM grant) to provide model transportation and development designs that protect streams and wildlife corridors from urban impacts; and
- Comprehensive project evaluation performed by PSU, resulting in a model process.
- Summary of transportation system performance with regard to various evaluation measures.

TCSP EASTSIDE URBAN RESERVE PLANNING

Budget Summary

Resources:	FY 2001	Full Grant
TCSP Grant	\$ 345,000	\$ 500,000
<i>FY 01 STP/ODOT Match</i>	<i>\$ 67,354</i>	
Metro	\$ 88,646 85,000	\$ 100,000
Gresham	\$ 15,000	\$ 20,000
Portland	\$ 25,000	\$ 30,000
Clackamas County	\$ 35,000	\$ 60,000
Total Resources	\$ 5576,000 95,000	\$ 710,000
Requirements:		
Personal Services	\$ 92,595 50,000	\$ 50,000
Materials & Services	\$ 0	
Payments to Other Agencies	\$ 255,000	\$ 365,000
Contractual	\$ 200,000	\$ 295,000
<i>Interfund Transfers</i>	<i>\$ 14,805</i>	
Computer	\$ 13,600	
Total Requirements	\$ 5576,000 95,000	\$ 710,000
Full-Time Equivalent Staffing		
Regular Full-Time Equivalent Staffing	<i>1.0560.500</i>	
Total Full-Time Equivalent	<i>1.0560.500</i>	

PROGRAM DESCRIPTION

The I-5 Corridor is critical to the metropolitan economy and to national and international trade. I-5 is an important trade route from Canada to Mexico. Ports along the I-5 route also serve significant international trade, including the large Pacific Rim trade. Traffic congestion on I-5 affects goods moved by air, rail, barge and truck and passenger travel. Within the Portland/Vancouver region, I-5 has a number of bottlenecks. The most significant bottleneck in the I-5 corridor in the region occurs between I-205 in Vancouver, Washington and I-84 in Portland. Within this corridor across the Columbia River lies one of the last and most active remaining drawbridges on the interstate system. Developing plans to address this bottleneck will require bi-state involvement. Because of the importance in the region of community livability, the environment and national and international trade, plans to address the bottleneck must address a broad range of issues and include numerous stakeholders and the public.

The Transportation Equity Act for the 21st Century (TEA-21) recognizes the importance of trade corridors to the national economy and has designated I-5 within the Portland Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. This means that I-5 is eligible to apply federal funds under the National Corridors and Borders Program.

RELATION TO PREVIOUS WORK

The I-5 North Trade Corridor Study builds on work previously completed in FY 1999-2000 by ODOT and WSDOT in coordination with Metro and other jurisdictions. During the last fiscal year, the I-5 Trade Corridor Study applied for and received a grant from FHWA from the National Corridors and Borders Program for study of the I-5 Trade Corridor. Over the last fiscal year, the ODOT and WSDOT convened a Leadership Committee, made up of civic and business leaders from the bi-state area. After consideration of a range of possible approaches to the problems in the I-5 corridor, the committee concluded with recommendations that:

- The problems in the I-5 corridor are significant and will require a significant effort to address but that the region can not afford to do nothing.
- The Corridor needs to have a multi-modal approach to the problem that includes freight rail, highway, arterial and transit improvements in addition to policies and programs that reduce travel demand.
- Funding for the bridge and other improvements in the corridor will require the use of tolls, assuming the current structure of public funding.
- All jurisdictions in the bi-state area, both state legislatures and congressional delegations will need to work together to support projects, policies and programs for the corridor.

OBJECTIVES

In FY 2001, the I-5 Trade Corridor Study will evaluate the range of possible rail, transit, highway and arterial projects that improve the flow of goods across the Columbia River and support the region's land use goals. The study will also identify reasonable demand management policies to reduce the need for additional capacity. The study will work with the public, business community, jurisdictions and agencies on both sides of the Columbia River to develop a corridor plan that supports the community's land use and economic vision for the area. The program will also develop a funding and phasing strategy for the plan, including working with state and congressional delegations to identify possible funding sources.

ODOT and WSDOT will co-lead the I-5 Trade Corridor Study with coordination with Metro, RTC and other jurisdictions and agencies. Metro staff will participate on the various advisory and technical committees that will oversee the work on this study.

Services, Products, Activities:

- Briefing of the Bi-State Transportation Committee, JPACT, Metro Council and other elected officials and agencies on the options for the corridor plan elements.
- Participating in the project management and advisory groups for the study to advise on the overall study direction and development of project milestones.

I-5 NorthTrade Corridor Study

- Participating in technical review committees to review travel demand forecasts, costs, land use issues and other technical study elements including an assessment of the effect of corridor options on the regional and national economy, mobility, access and land use goals.
- Participating in public outreach committees that oversee the nature and extent of efforts to involve the general population and persons of low-income minority and other special populations in the consideration of corridor options.

Customers, Clients or Target Groups:

I-5 North corridor improvements would affect travel patterns and land use in both the Metro and Clark County areas. This will affect the public at large, the shipping and carrier industries at large, the Ports of Portland and Vancouver, access to intermodal facilities and industrial area in North Portland and in Clark County and neighborhoods in both North Portland and Clark County. The I-5 Corridor also affects goods shipped from both Oregon and Washington as well as forming a critical link in the national shipping needs.

PRODUCTS AND TARGETS

Metro staff will participate with other agency staff, the public and elected officials to work together as one region to:

- Identify priorities for federal funding requests for the Corridor that have regional and bi-state support.
- Identify the rail, transit, highway and arterial projects for consideration as part of the I-5 Corridor plan and analyze their feasibility and extent to which they support land use goals.
- Identify public support for projects, policies and programs in the I-5 Corridor.
- Identify policies and programs that lead to reducing travel demand in the corridor
- Identify level of support from private sector, including the railroads, for the corridor plan.
- Identify a financing strategy and phasing plan.
- Begin seeking approval of the corridor plan.

Budget Summary

Resources:	<u>FY 2001</u>	Resources:	<u>FY 2001</u>
FY -1 STP/ODOT Match	\$82,532		
Metro	\$ 4,468		

Total Resources

Requirements:		
Personal Services	\$60,727	FY 00 PL
Materials & Services	0	FY 00 STP/ODOT Match
Inter-fund Transfers	\$26,273	FY 00 ODOT Supplemental
Contingency		Metro
Computer	0	
Total Requirements	\$87,000	

Full-Time Equivalent Staffing

Regular Full-Time Equivalent Staffing	0.660
Total Full-Time Equivalent	0.660

RTP BUSINESS PARTNERSHIPS

PROGRAM DESCRIPTION

Resolution No. 00-2969B before the Metro Council for the purpose of adopting the 2000 Regional Transportation Plan provided for additional work with the regional business community. Specifically, the resolution stated: "That Metro will undertake an additional analysis of the region's transportation problems and solutions with various regional business coalitions in the metropolitan area and that JPACT, MPAC and the Metro Council consider resulting modifications or refinements to the RTP within one year of this additional effort."

This work program would undertake a series of activities designed to engage the business community in the Regional Transportation Planning process, to establish partnerships and to develop agreement on a 3-5 year Action Plan for implementation.

RELATION TO PREVIOUS WORK

This work program would build upon work completed as part of the 2000 RTP, the Commodity Flow Analysis and the I-5 Trade Corridor study. Additional outreach would be performed to further identify business transportation needs within the region. Existing data and models would be analyzed to address more specifically the identified needs and problems and to propose solutions. These problems and solutions would then be presented to area business coalitions and a joint government/business action plan developed for implementation of agreed upon priorities.

OBJECTIVES

- Increase awareness on the part of public agencies of the transportation needs and priorities of businesses in the metropolitan area.
- Coordinate activities with the Transportation Summit and other related efforts.
- Develop a common understanding regarding transportation and land use planning concepts and principles.
- Establish a process for involving the regional business community in regional transportation planning decisions.
- Create joint business/government ownership of transportation problems and a partnership to develop a more efficient and effective transportation system.

PRODUCTS AND TARGETS

- Meet with stakeholder groups and individuals throughout the region to finalize a scope of work for this work program.
- Establish a single business advisory committee to oversee this work program at key points throughout the process.
- Conduct interviews and workshops with representatives of the regional business community to identify specific business transportation needs and priorities.
- Analyze problems identified by stakeholders. Current budget allows use of existing data from recent and on-going studies as well as limited new analyses.
- Develop agreement with the business advisory committee on how 2000 RTP projects can be better prioritized or how new projects could be developed to address the most critical needs.
- Propose a short list of projects and processes to address key concerns identified, above, and to be included in the RTP, as necessary.
- Through workshops or other public involvement techniques, establish agreement on a short-term (approximately 3-5 year) Action Plan, including specific processes, policies and projects, with deadlines, to implement identified priorities. Medium-term goals may be developed as well. This Action Plan may include specific transportation finance strategies identified by the Transportation Summit.
- Obtain TPAC, JPACT and Metro Council approval of the recommended Action Plan.
- Produce and distribute final brochure or other outreach materials to highlight Action Plan.

RTP BUSINESS PARTNERSHIPS

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 61,350
FY 01 Section 5303	\$ 10,000
FY 01 STP/ODOT Match	\$ 52,575
FY 01 ODOT Supplemental	\$ 30,000
Metro	\$ 10,075
Total Resources	\$ 164,000
Requirements:	
Personal Services	\$ 101,136
Materials & Services	\$ 20,000
Interfund Transfers	\$ 40,164
Computer	\$ 2,700
Total Requirements	\$ 164,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.393
Total Full-Time Equivalent	1.393

CORRIDOR INITIATIVES PROGRAM

PROGRAM DESCRIPTION

As provided by the State Transportation Planning Rule, the 2000 Regional Transportation Plan (RTP) calls for completion of a number of specific corridor refinements and studies. The RTP has identified significant needs in these areas, which require further analysis before a specific project can be developed. The Corridor Initiatives Program would establish the region's approach to completion of those refinements and studies. This work program would: prioritize completion of the corridor studies, identify the resources necessary to complete them and address a number of common scope and technical issues.

If appropriate based on the first phase of the work program, above, this work program would also allow for commencement of scoping and background analysis of a selected priority corridor.

The completion of corridor studies has become more complex and expensive. The need to include multi-modal alternatives, develop transportation that supports communities in the 2040 plan and address the Endangered Species Act, Goal 5 and federal environmental streamlining objectives requires extensive additional technical analysis. In addition, fiscal constraints necessitate that studies include a financial plan. Adequately addressing these issues will require more resources than are currently available through Metro or ODOT.

RELATION TO PREVIOUS WORK

Chapter 6 of the RTP describes a number of corridor needs and outlines specific issues and design elements to be addressed. The TPR requires prompt completion of corridor refinements and studies as part of a TSP. This is a new work program designed to further develop an implementation plan for the corridor studies listed in the RTP.

OBJECTIVES

- Identify interests and concerns of regional partners associated with completion of Corridor Studies and Refinements listed in the 2000 RTP
- Outline general approach for major steps in project development (e.g. Purpose/Need, Alternatives Analysis, etc.)
- Propose funding approach for completion of Corridor Studies and Refinements
- Prioritize completion of Corridor Studies and Refinements
- Initiate priority Corridor Study

PRODUCTS AND TARGETS

- Establish technical advisory process for involving regional partners
- Research common issues for various steps in project development
- Review status and major issues associated with 16 Corridor Studies and Refinements listed in the 2000 RTP
- Estimate budget issues associated with completion of Corridor Studies and Refinements
- Investigate possible funding sources for Corridor Studies and Refinements
- Obtain TPAC and JPACT approval of Corridor Initiative Program
- Identify funding for, and commence work on, priority corridor identified, above.

CORRIDOR INITIATIVES PROGRAM

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 20,144
FY 01 Section 5303	\$ 20,000
FY 01 STP/ODOT Match	\$ 60,493
FY 01 ODOT Supplemental	\$ 55,000
Metro	\$ 10,363
Total Resources	\$ 166,000
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Requirements:	
Personal Services	\$ 106,013
Materials & Services	\$ 15,000
Interfund Transfers	\$ 42,287
Computer	\$ 2,700
Total Requirements	\$ 166,000
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Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.350
Total Full-Time Equivalent	1.350

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Clackamas and Washington County Arterial ITS Master Plans

In fiscal year FY 00-01, both Clackamas and Washington County will prepare master plan documents for deployment of comprehensive arterial ITS management systems on significant facilities, including inventory of controller and signal equipment status and compatibility, field device communication concepts and routing, preliminary evaluation of surveillance needs and locations, preliminary evaluation of onstreet variable message signage needs and locations and management center hardware and software requirements. Additional projects funds have been allocated in FY 02 and 03 for first phase preliminary engineering and signal timing plan development to support procurement and deployment of equipment. A critical aspect of the planning work will be to assure compatibility of county arterial management systems with the regional ITS architecture and national ITS standards.

Resources

FY 2001

FY 01 Regional STP
FY 01 CMAQ

\$ 70,000
\$130,000

(This report will be added to the FY 2000-01 UWP, pages 40-48.)

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 00-2990A, FOR THE PURPOSE OF APPROVING AMENDMENTS TO THE FY 2001 UNIFIED WORK PLAN

Date: October 18, 2000

Presented by: Councilor Kvistad

Committee Recommendation: At its October 17 meeting, the Committee considered Resolution No. 00-2990A and voted unanimously to send the resolution to the Council as amended. Voting in favor: Councilors Kvistad and McLain and Chair Monroe.

Background: Federal regulations require that Metro annually adopt a unified work plan for the Transportation Planning Department. Occasionally plan amendments are required when a particular project is dropped or funding is received for a new program or project.

Committee Discussion: Andy Cotugno, Transportation Planning Director, presented the staff report. He explained that the purpose of the proposed resolution was to amend the FY 2001 unified work plan (UWP). He noted that the current plan included the initiation of work on a Highway 217 corridor study. However, the study was dependent upon the receipt of funding from the Oregon Department of Transportation (ODOT) and Washington totaling 50% of the total budget for the study. Both ODOT and the county have advised Metro that they do not wish to fund the study at this time. Therefore, the proposed resolution would amend the UWP to reallocate the \$630,000 in Metro funds allocated for the study to other purposes. The resolution also would make certain technical changes in the plan to address recent changes in federal regulatory requirements.

The funds would be reallocated in the following manner:

- 1) Corridor Initiatives Program (\$166,000)—Given the inability to initiate the 217 study, this program would be established to review the current process for identifying and conducting corridor studies. Recommendations would be made related to the level of interest in continuing corridor studies, prioritizing a list of corridor studies, funding approaches and establishing a methodology for conducting corridor studies. A total of 1.35 FTE would be assigned to the program.
- 2) Regional Transportation Plan (RTP) Business Partnerships (\$164,000)—The region's business community has expressed interest in working with Metro to implement the recently adopted RTP, with a particular emphasis on financing issues. The partnership program would include coordinating efforts of the regional transportation summit, establish a business advisory committee, address issues of particular interest to the business community (commodity flow, freight); and develop a 3-5 year action plan. A total of 1.393 FTE would be assigned to the partnership program.
- 3) TCSP Eastside Urban Reserve Planning (\$154,000)—The region has received a federal grant (Transportation and Community and System Preservation Pilot Program for planning in the Damascus/Pleasant Valley Urban Reserve Area. The funding would allow Metro to participate in the planning through providing travel forecasting information and in the development of a transportation network. A total of 1.056 FTE would be assigned to this work.

- 4) I-5 Trade Corridor Study (\$87,000)—Funding would allow Metro to provide additional travel forecasting, land use impact and evaluation assistance to the corridor study. In addition, Metro would provide enhanced public outreach assistance to the study. A total of .66 FTE would be assigned to this work.

The technical amendments included in the proposed resolution include:

- 1) Recognition of funding for the development of the Washington and Clackamas County Arterial ITS Master Plans
- 2) Recognition of the need to address environmental justice issues related to the implementation of the RTP, and
- 3) The need to assist transit operators in the development of elderly and disabled service plans within the transit-planning program.

Councilor McLain questioned the need to fund ITS planning work, given the questionable value of the freeway-based traffic information signs that are part of the current ITS program. Cotugno responded that the master planning in Washington and Clackamas Counties would focus primarily on synchronized signaling systems on arterial streets and tying the systems in these counties to projects already completed in Portland and Multnomah County.

Councilor Bragdon asked why there is no reference to financing in the business partnerships program description. Cotugno answered that the discussion of financing was included in other portions of the work plan.

Council Analyst Houser asked if any of the new programs would require additional Metro funding in future fiscal years. Cotugno responded that the business partnership and corridor initiatives programs could include additional funding needs depending on the outcome of the work completed during the current fiscal year.

Councilors Kvistad and McLain expressed concern about the deletion of all references to the Highway 217 study. They noted that, while the study will not occur during the current fiscal year, improvements in the corridor will be critical to future implementation of the RTP. Councilor Kvistad suggested that the language be retained with additional language, which notes that the study is not being initiated at this time. The committee agreed to this change. Cotugno indicated that the amendment language would be considered by JPACT at its October 19 meeting and, if approved, would be included in the Council agenda packet for the October 26 meeting.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2990A FOR THE PURPOSE OF APPROVING AMENDMENTS TO THE FY 2001 UNIFIED WORK PROGRAM.

Date: September 20, 2000

Presented by Andrew C. Cotugno

PROPOSED ACTION

This resolution would amend the FY 2001 Unified Work Program (UWP) to conduct follow-up work to the Regional Transportation Plan for business outreach activities, corridor planning, and environmental justice, as well as add additional Metro staff activities in conjunction with I-5 Trade Corridor Study and the TCSP Eastside Urban Reserve Planning. Exhibit A to the resolution also corrects minor technical errors. The Highway 217 Corridor Study is proposed to be dropped from this year's work program.

FACTUAL BACKGROUND AND ANALYSIS

The FY 2001 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2000. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), the City of Portland, Tri-Met and local jurisdictions. Major commitments continue for implementing the adopted Regional Transportation Plan, developing alternatives in the South Corridor, and increasing the communication of transportation system performance, needs and proposed plans. In addition, it includes a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories.

Since the UWP was adopted, a number of actions have occurred that warrant its revision. First, full funding for the Highway 217 corridor study was not achieved. Concerns were raised as to the scope and expectations of the study, particularly in relationship to other regional needs. Second, adoption of the RTP identified the immediate need to respond to issues identified by the business community. Their issues included evaluating the impact of congestion on business, the lack of a finance plan, and general communication and outreach concerns. Third, additional resources are needed for travel forecasting as part of the TCSP Eastside Urban Reserve Planning and for Metro staff support to the I-5 Trade Corridor Study.

This resolution addresses those needs.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted or adopted, as amended, Unified Planning Work Program as a prerequisite for receiving federal funds.

BUDGET IMPACT

The UWP amendment matches the resources reflected in the Metro budget adopted by the Metro Council in June 2000.

Approval will mean that existing grants can be submitted and contracts executed so work can commence on the new activities described in the exhibit to the resolution and in accordance established Metro priorities.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 00-2990
AMENDMENTS TO THE FY 2001)
UNIFIED WORK PROGRAM) Introduced by Councilor Jon Kvistad,
JPACT Chair

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2001; and

WHEREAS, The FY 2001 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 2001 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, With adoption of the Regional Transportation Plan and review of the scopes of work and resources allocated to the I-5 Trade Corridor Study, the TCSP Eastside Urban Reserve Planning Study, and the Highway 217 Corridor Study, planning conditions and needs have changed since adoption of the FY 2001 Unified Work Program; and

WHEREAS, The changing conditions warrant an amendment to the FY 2001 Unified Work Program; and

WHEREAS, the proposed amendments to the FY 2001 Unified Work Program is consistent with the Metro budget approved by the Metro Council; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the FY 2001 Unified Work Program is amended as shown in Exhibit A.

2. That Metro's Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the amendments to the Unified Work Program.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Council

Attachment: Exhibit A – Amendments to the Unified Work Program

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PROGRAM DESCRIPTION

The Highway 217 Corridor Study will identify transportation access strategies for the regional centers and meet other access and mobility needs in the Highway 217 Corridor. The need for this study results from a number of other related studies that have called for: 1) additional capacity on Highway 217; 2) commuter rail between Wilsonville and Beaverton; 3) increased development in the Washington Square and Beaverton Regional Centers; 4) improvements to the I-5/217/Kruse Way interchange and addressing circulation issues through local system plans. Metro is lead agency on the second phase of the Highway 217 study, which commenced with an engineering constraints analysis by ODOT.

The study will use previously developed information from regional center development plans, the Western Bypass Study, commuter rail and the Regional Transportation Plan as the basis for beginning the analysis. However, the program is essentially a new separate study responsible for updating or developing all relevant data and information as necessary. The study began with significant background work started by ODOT in FY 1999 and completed in mid-FY 2000. Metro commenced the second phase in mid-FY 2000.

Recommendations from the Highway 217 Study could affect access to the Beaverton and Washington Square Regional Centers and other commercial and residential access between Highway 26 and I-5 in Beaverton, Tigard and Portland. Highway 217 also serves the industrial and high technology centers off US 26 and is the primary freight facility on the West Side of the region.

RELATION TO PREVIOUS WORK

In FY 2000, the following activities were accomplished:

- Development of background data on travel patterns;
- Identification of the physical constraints within the corridor, which will define the envelope for capacity improvements;
- Establishment of a preliminary range of costs for various capacity improvements;
- Preliminary assessment of potential operational benefits of various initial capacity improvement concepts;
- Scoping (in consultation with local governments and interested parties);
- Stakeholder interviews to determine issues and interests;
- Definition of problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land use goals and to facilitate regional travel;
- Interviews with area shippers to identify freight issues;
- Establishment of a technical and policy review process; and
- Establishment of a public involvement process that keeps the public actively involved through regularly scheduled meetings with a Citizens Advisory Committee, general mailings and other outreach efforts.

OBJECTIVES

- Establish a public participation program consistent with Metro's Public Involvement Policies;
- Define the problems and needs in the study area, including travel patterns and land use goals;
- Define and evaluate a relevant range of alternatives;
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach; and
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

PRODUCTS AND TARGETS

- Development of evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental agreement implications;
- Development of a wide range of alternatives for all modes in addition to demand management;
- Conduct preliminary evaluation of the improvement scenarios with respect to criteria, including but not limited to cost, financing and travel performance;

- ~~In conjunction with advisory groups, select a smaller group of three to five alternatives for detailed study;~~
- ~~Perform engineering, detailed cost, travel performance and land use/community analysis of three to five alternatives; and~~
- ~~Select preferred alternative in conjunction with advisory groups that defines the 20-year strategy within the 217 Corridor including:~~
 - ~~1. Recommendations for motor vehicle operations, including strategies for general purpose, express and HOV lanes;~~
 - ~~2. Freight preferential treatments, as appropriate;~~
 - ~~3. Arterial, collector and local street improvements to the degree necessary to preserve Highway 217 function and level of service;~~
 - ~~4. Preferential treatment for transit within the study area;~~
 - ~~5. Appropriate TSM/TDM strategies to manage demand and enhance system operations; and~~
 - ~~6. Appropriate design, mitigation or local strategies to enhance communities within the corridor consistent with their 2040 Growth Management Concept designation.~~

Budget Summary

Resources:	FY 2001
FY 01 PL	\$ 274,584
FY 01 Section 5303	\$ 30,000
FY 01 STP/ODOT Match	\$ 70,928
FY 01 ODOT Supplemental	\$ 85,000
Metro	\$ 28,988
Other	\$ 150,000
Total Resources	\$ 639,500
Requirements:	
Personal Services	\$ 315,760
Materials & Services	\$ 185,000
Interfund Transfers	\$ 125,546
Computer	\$ 13,194
Total Requirements	\$ 639,500
Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	3.860
Total Full-Time Equivalent	3.860

PROGRAM DESCRIPTION

The adopted Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. Ongoing maintenance and periodic updates of the RTP ensure that the plan adequately reflects changing population, travel and economic trends; including Federal, State and regional planning requirements.

Local transportation plans in the region must conform with the RTP. Metro provides ongoing technical and policy support for local transportation planning activities. The RTP program also includes corridor studies conducted in cooperation with the state and local jurisdictions.

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 1997 and was concluded in FY 2000. The purpose is twofold: First, the plan was updated to meet requirements set forth in the State Transportation Planning Rule and federal planning regulations. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. During FY 1998-99, the RTP update focused on policy revisions, technical research and system alternatives analysis. The final draft was adopted by Council ordinance in Fall 1999. As a result, the focus of the project in FY 2001 will shift to emphasis on public review and comment, Council adoption and implementation through local transportation plans.

The current RTP update represents the most dramatic change since the plan was originally adopted in 1982 and, upon completion, will significantly affect local transportation plans. As a result, the update process was developed to foster extensive involvement of the public and local jurisdictions at every step. This included ten technical work teams made up of local planners, engineers and citizen experts and a 21-member RTP Citizen Advisory Committee (CAC) that met monthly to discuss each step of the update. The CAC's final recommendations on transportation policies and principles for project development were forwarded to both JPACT and the Metro Council. In addition, regular joint RTP workshops of TPAC/MTAC and JPACT/MPAC were held to ensure an ongoing dialogue on the policy implications of the update.

The updated policy component of the RTP update was approved by resolution in July 1996; and in 1997, it became the basis for adopting Chapter 2 of the Regional Framework Plan (RFP). The RTP policies also serve as the foundation for Title 6 of the Urban Growth Management Functional Plan (UGMFP), which was adopted in November 1996 and amended in conjunction with the RFP adoption in December 1997. In FY 2000, the program emphasis focused on completion of the system component of the plan, including a financial constraint analysis. On December 16, 1999, the Metro Council approved the updated RTP by resolution. Upon completion of the financial constraint element, the updated plan will be adopted by ordinance, including policies, findings, recommended projects, implementation requirements and a technical appendix detailing the methodology used in developing the plan (see Local Plan Coordination Program).

In FY 2001, the work program will shift toward implementation. State transportation planning rules require the 24 cities and three counties in the Metro region to update their local plans within one year of adoption of the RTP for consistency with regional requirements. Technical support and review of these local plans will be the primary focus of RTP staff during this period, which roughly extends through FY 2001.

OBJECTIVES

RTP Adoption: The Metro Council is scheduled to approve the full RTP by ordinance in July 2000, triggering a one-year period in which local plans must be updated for compliance with the RTP.

- When adopted by ordinance early in FY 2001, the plan will feature two distinct components: Relevant federal planning guidelines and provide the basis for selecting projects for funding through the MTIP. This plan is based upon a conservative estimate of reasonable, anticipated revenue and is the plan modeled for air-quality conformity.

REGIONAL TRANSPORTATION PLAN

- **Strategic Plan.** This plan represents a desired 20-year outcome and includes a strategy to pursue additional revenue xxx xxx what is assumed in other financially constrained xxxx. This strategically greater investment scenario will enable the region to better xxx objectives for preservation and performance of the multi-modal system. It also better achieves the goals defined in Metro's Region 2040 Growth Concept and represents the system that complies with the State Transportation Planning Rule.

Upon adoption by ordinance, findings of compliance with TEA-21 and an air-quality conformity determination will be submitted to FHWA/FTA.

Local TSP Implementation: Metro will work closely with local governments during the next fiscal year to ensure that regional policies and projects are reflected in local plans. This work element will also include a range of informational materials intended to assist local jurisdictions in satisfying regional transportation planning requirements.

Management Systems: Congestion (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1998. Key activities for FY 2001 will be to incorporate information into planning activities, system monitoring based on management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Street Design and Connectivity: Metro will conduct a follow-up study on street connectivity standards to determine the mode-split benefits for transit, bicycling and pedestrians as well as refine estimates for VMT reduction. The study will assist local governments in meeting Regional Framework Plan mode-split targets. Metro has also proposed an environmental street design handbook to guide transportation improvements in sensitive areas. Work on the handbook would be completed during FY 2001.

Green Streets Project: Metro has been awarded TGM funds by the State of Oregon to complete this project. The purpose is to develop a handbook of "best practice" street designs that consider opportunities for mitigating stormwater runoff. The project also includes a detailed inventory of stream culverts on regional facilities where retrofits are necessary to enable salmonoid fish migration (see Green Streets Program).

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies; listing information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly public-release version and a technical appendix.

Public Involvement: All activities require early, ongoing and responsive public involvement techniques. Final hearing and adoption actions will occur late in FY 2000. Comment/response documents will be developed and records compiled for submittal with update study findings to DLCD. Metro's Public Involvement Procedures will also be updated based upon lessons learned from the RTP update and other studies. As part of reviewing the Public Involvement Procedures, approaches for addressing Environmental Justice outreach and impacts will be developed for planning and programming activities.

PRODUCTS AND TARGETS

1. Meet or exceed provisions of the state TPR for development of multi-modal policies, plans and programs in the updated RTP. As the transportation functional plan for the Regional Framework Plan, the RTP will include the following components:
 - Modal elements for motor vehicles, public transportation, pedestrians, bicycles and freight;
 - Street design provisions that integrate modal considerations and relate the RTP to 2040 Growth Concept land use and transportation policies;
 - Transportation system management, parking and demand-management strategies;
 - Financial forecast and corresponding system implementation strategies; and
 - Specific corridors and sub-areas where refinement plans are warranted.
2. Satisfy Federal TEA-21 planning requirements in the updated RTP;

3. Initiate a broad public outreach effort prior to adoption of the updated RTP;
4. Publish an adopted Regional Transportation Plan with corresponding "citizen's handbook" version for regional distribution;
5. Complete and publish the RTP Technical Appendix for regional distribution;
6. Complete follow-up studies on street design and connectivity;
7. Create and publish the proposed "Green Streets" environmental design handbook;
8. Create and publish a series of local transportation tools based upon the updated RTP;
9. Coordinate and provide technical assistance in local transportation system plan development and adoption;
10. Continue to coordinate regional corridor refinement plans identified in the RTP with ODOT's corridor planning program;
11. Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel-demand projections, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and
12. Participate with local governments on state TGM grants related to implementation of the updated RTP and development of local transportation system plans; and
13. Revise, as necessary, Metro's Public Involvement procedures and define planning and programming approaches to address federal Environmental Justice requirements.

Budget Summary

Resources:	FY 2001
FY 01 PL	\$ 146,700
FY 01 STP/ODOT Match	\$ 26,431
FY 01 Section 5303	\$ 45,000
FY 01 ODOT Supplemental	\$ 50,000
FY 01 Tri-Met	\$ 36,000
Metro	\$ 42,869
Total Resources	\$ 347,000
Requirements:	
Personal Services	\$ 215,401
Materials & Services	\$ 20,200
Interfund Transfers	\$ 96,504
Computer	\$ 14,895
Total Requirements	\$ 347,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	2.914
Total Full-Time Equivalent	2.914

PROGRAM DESCRIPTION

Because this effort will result in transit and alternative transportation improvements, it supports the budget theme that Metro will identify and promote multiple transportation choices to easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles also supports the budget theme of improving air quality. This program will implement the transit-policy direction established by the RTP with an emphasis on coordinating with Tri-Met and other transit providers to ensure that short, medium and long-range transit needs are addressed.

RELATION TO PREVIOUS WORK

This program follows up on the FY 99-00 adoption of the Regional Transportation Plan (RTP). The Transit Element of the RTP needs to be followed by concerted efforts to ensure that transit providers and local jurisdictions implement transit service that supports the policy direction of the RTP. In addition, Tri-Met undertook several transit-planning and service-improvement efforts in FY 99-00, such as the McLoughlin Corridor Improvement Program and the Transit Choices for Livability initiative. Tri-Met is also looking at developing rapid bus service within Barbur Corridor. These efforts would benefit from the assistance of Metro to ensure that local jurisdiction and Tri-Met or SMART transit plans are implementing the RTP policy direction and that high capacity transit initiatives are regionally prioritized.

OBJECTIVES

- Ensure that RTP transit-policy direction is implemented by transit providers and local jurisdictions;
- Evaluate the potential of providing inter-urban passenger rail service in underutilized rail corridors, such as the Jefferson Branch Line to Lake Oswego or the Wilsonville to Beaverton corridor;
- Assist transit operators and local jurisdictions in the development of their short, medium and long-range transit plans; in particular, Elderly and Disabled Service Plans and Tri-Met's Transit Choices for Livability program, Annual Service Plan and 10-Year Service Plan;
- Evaluate high capacity transit corridors for future project development;
- Identify promising transit modes to address high capacity transit corridor needs;
- Assist transit operators in meeting the service requirements mandated by the Americans with Disabilities Act, the Environmental Justice Executive Order and other federal requirements;
- Assist transit operators in the implementation and evaluation of the federal Access to Jobs and Reverse-Commute initiative;
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources; and
- Evaluate institutional arrangements for the provision of transit service to low-density areas of the region.

PRODUCTS AND TARGETS

- Identify needs, and facilitate discussion, with Tri-Met, SMART and local jurisdictions on how best to address them;
- Perform technical analysis to refine RTP policy directives;
- Develop and manage a public-involvement program as needed;
- Prepare detailed work programs, budgets and schedules for various activities;
- Manage the study in accordance with the work program, budget and schedule;
- Procure consultant assistance as required;
- Manage federal grant funding and execute Intergovernmental Agreements as needed; and
- Serve as liaison with the Federal Transit Administration.

Budget Summary

Resources:	FY 2001
FY 01 STP/ODOT Match	\$ 72,571
FY 01 Tri-Met	\$ 76,500
Metro	\$ 3,929
Total Resources	\$ 153,000
Requirements:	
Personal Services	\$ 106,516
Materials & Services	\$ 0
Interfund Transfers	\$ 41,804
Computer	\$ 4,680
Total Requirements	\$ 153,000
Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.370
Total Full-Time Equivalent	1.370

PROGRAM DESCRIPTION

Conduct a cooperative planning project to provide conceptual planning for the Pleasant Valley/Damascus urban reserve areas with the Transportation and Community and System Preservation Pilot Program (TCSP) grant from the Federal Highway Administration. Cooperating jurisdictions include Gresham, Portland and Clackamas County as well as Portland State University. Planning will include determining necessary natural resource protection, transportation connections and improvements and the appropriate locations for various land uses. The project is expected to take 27 months.

RELATION TO PREVIOUS WORK

The TCSP grant award is the first of its kind, involving several key stakeholders. During FY 2000, Metro developed and refined a work plan that met the needs of two cities, a county, Portland State University and a consultant. This effort required the following:

- Defining the roles and staffing needs of each participant;
- Coordinating the TCSP process with another grant effort undertaken by Clackamas County;
- Assessing the technical capabilities of each participant;
- Developing a comprehensive public outreach program; and
- Determining the role of the consultant(s).

OBJECTIVES

- Land-use planning that ensures adequate densities and a good mix of land uses to balance access to jobs and services;
- Model development and analysis of alternative transportation networks;
- Development of a multi-modal regional transportation framework that addresses the deficiencies of the current road network to provide good local and regional access for future residents and employees;
- Minimize storm-water runoff from the increased urbanization that could otherwise worsen the severe annual flooding in the lower Johnson Creek; and
- Minimize further degradation of water quality due to increased sources of pollution in the upper Johnson Creek and Rock Creek watersheds.

PRODUCTS AND TARGETS

- Maps of natural resource and hazard areas including drainage basins, floodplains, steep slopes and streams and wetlands;
- A mediation framework for resolving issues between public agencies regarding infrastructure development and wildlife habitat protection;
- Schematic urban reserve plan for areas not yet added to urban growth boundary (reserves 6-11) that addresses future transportation connections, storm-water drainage, natural resource protection and land use;
- Urban reserve concept plan and policies for areas already inside the urban growth boundary (reserves 4 and 5) that address the issues listed above as well as the jobs housing balance and more detailed analysis and policy development for environmental protection;
- "Green Streets" Handbook (funds for transportation designs provided by a separate TGM grant) to provide model transportation and development designs that protect streams and wildlife corridors from urban impacts; and
- Comprehensive project evaluation performed by PSU, resulting in a model process.
- Summary of transportation system performance with regard to various evaluation measures.

Budget Summary

Resources:	FY 2001	Full Grant
TCSP Grant	\$ 345,000	\$ 500,000
<i>FY 01 STP/ODOT Match</i>	<i>\$ 67,354</i>	
Metro	\$ 88,646	\$ 100,000
Gresham	\$ 15,000	\$ 20,000
Portland	\$ 25,000	\$ 30,000
Clackamas County	\$ 35,000	\$ 60,000
Total Resources	\$ 576,000	\$ 710,000
Requirements:		
Personal Services	\$ 92,595	\$ 50,000
Materials & Services	\$ 0	
Payments to Other Agencies	\$ 255,000	\$ 365,000
Contractual	\$ 200,000	\$ 295,000
<i>Interfund Transfers</i>	<i>\$ 14,805</i>	
Computer	\$ 13,600	
Total Requirements	\$ 576,000	\$ 710,000
Full-Time Equivalent Staffing		
Regular Full-Time Equivalent Staffing	<u>1.056</u>	
Total Full-Time Equivalent	<u>1.056</u>	

PROGRAM DESCRIPTION

Resolution No. 00-2969B before the Metro Council for the purpose of adopting the 2000 Regional Transportation Plan provided for additional work with the regional business community. Specifically, the resolution stated: "That Metro will undertake an additional analysis of the region's transportation problems and solutions with various regional business coalitions in the metropolitan area and that JPACT, MPAC and the Metro Council consider resulting modifications or refinements to the RTP within one year of this additional effort."

This work program would undertake a series of activities designed to engage the business community in the Regional Transportation Planning process, to establish partnerships and to develop agreement on a 3-5 year Action Plan for implementation.

RELATION TO PREVIOUS WORK

This work program would build upon work completed as part of the 2000 RTP, the Commodity Flow Analysis and the I-5 Trade Corridor study. Additional outreach would be performed to further identify business transportation needs within the region. Existing data and models would be analyzed to address more specifically the identified needs and problems and to propose solutions. These problems and solutions would then be presented to area business coalitions and a joint government/business action plan developed for implementation of agreed upon priorities.

OBJECTIVES

- Increase awareness of the transportation needs and priorities of area businesses.
- Coordinate efforts with the Transportation Summit.
- Develop agreement on transportation and land use planning concepts and principles.
- Establish a process for engaging the regional business community in regional transportation planning decisions.
- Create joint business/government ownership of transportation problems and solutions.

PRODUCTS AND TARGETS

- Meet with stakeholder groups and individuals throughout the region to finalize a scope of work for this work program.
- Establish a single business advisory committee to oversee this work program at key points throughout the process.
- Conduct interviews and workshops with representatives of the regional business community to identify specific business transportation needs and priorities.
- Based primarily on data from the 2000 RTP, the Commodity Flow study and other existing information, analyze identified problems.
- Evaluate the degree to which the 2000 RTP projects can be prioritized or new projects developed to address the most critical needs.
- Propose a short list of projects and processes to address key concerns identified, above.
- Through workshops or other public involvement techniques, establish agreement on a short-term (approximately 3-5 year) Action Plan, including specific processes, policies and projects to implement identified priorities.
- Obtain TPAC, JPACT and Metro Council approval of the recommended Action Plan.
- Produce and distribute final brochure or other outreach materials to highlight Action Plan.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2990 FOR THE PURPOSE OF APPROVING AMENDMENTS TO THE FY 2001 UNIFIED WORK PROGRAM.

Date: September 20, 2000

Presented by Andrew C. Cotugno

PROPOSED ACTION

This resolution would amend the FY 2001 Unified Work Program (UWP) to conduct follow-up work to the Regional Transportation Plan for business outreach activities, corridor planning, and environmental justice, as well as add additional Metro staff activities in conjunction with I-5 Trade Corridor Study and the TCSP Eastside Urban Reserve Planning. Exhibit A to the resolution also corrects minor technical errors. The Highway 217 Corridor Study is proposed to be dropped from this year's work program.

FACTUAL BACKGROUND AND ANALYSIS

The FY 2001 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2000. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), the City of Portland, Tri-Met and local jurisdictions. Major commitments continue for implementing the adopted Regional Transportation Plan, developing alternatives in the South Corridor, and increasing the communication of transportation system performance, needs and proposed plans. In addition, it includes a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories.

Since the UWP was adopted, a number of actions have occurred that warrant its revision. First, full funding for the Highway 217 corridor study was not achieved. Concerns were raised as to the scope and expectations of the study, particularly in relationship to other regional needs. Second, adoption of the RTP identified the immediate need to respond to issues identified by the business community. Their issues included evaluating the impact of congestion on business, the lack of a finance plan, and general communication and outreach concerns. Third, additional resources are needed for travel forecasting as part of the TCSP Eastside Urban Reserve Planning and for Metro staff support to the I-5 Trade Corridor Study.

This resolution addresses those needs.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted or adopted, as amended, Unified Planning Work Program as a prerequisite for receiving federal funds.

BUDGET IMPACT

The UWP amendment matches the resources reflected in the Metro budget adopted by the Metro Council in June 2000.

Approval will mean that existing grants can be submitted and contracts executed so work can commence on the new activities described in the exhibit to the resolution and in accordance established Metro priorities.

MGH:rmb

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