

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, July 30, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

- | | | | |
|----------|------|--|------------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Robin McArthur, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Robin McArthur, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. | <u>CONSENT AGENDA</u> | Robin McArthur, Chair |
| | * | o Approval of the TPAC Minutes for May 28, 2010 | |
| | * | o Resolution No. 10-XXXX , "For the Purpose of Amending the 2008-2011 Metropolitan Transportation Improvement Program to Change the Scope of Work on the Southeast Harmony Road: Highway 224 to 82 nd Avenue Project" – <u>RECOMMENDATION TO JPACT REQUESTED</u> | |
| 9:45 AM | 5. | JPACT Endorsement Letters – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Andy Cotugno |
| | * | o TIGER II Grant Applicants | |
| | * | o HUD Sustainability Grant Application | |
| | | • <i>Purpose</i> : Review letters of support for the Portland metro area TIGER II grant applicants and the HUD grant Declaration of Cooperation. | |
| | | • <i>Outcome</i> : TPAC recommendation to JPACT for approval of letters of support for TIGER II and endorsement of the Declaration of Cooperation. | |
| 10:05 AM | 6. # | East Metro Corridor Work Program, Schedule and Budget – <u>INFORMATION</u> | Tony Mendoza |
| | | • <i>Purpose</i> : Information. | |
| | | • <i>Outcome</i> : Information. | |
| 10:25 AM | 7. # | Southwest Corridor – <u>INFORMATION</u> | Tony Mendoza |
| | | • <i>Purpose</i> : Information. | |
| | | • <i>Outcome</i> : Information. | |
| 10:45 AM | 8. * | Resolution No. 10-XXXX , "For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans" | Tony Mendoza |
| | | • <i>Purpose</i> : Recommendation to JPACT, the resolution that allocates federal funding to priority Corridor Refinement Plans, adopted by Resolution No. 10-4119, by JPACT and the Metro Council. | |
| | | • <i>Outcome</i> : Forward recommendation to JPACT to amend the UPWP. | |

Continued on back

- 11 AM** **9. *** **Resolution No. 10-XXXX**, “For the Purpose of Amendment the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor East Metro Corridor Refinement Plans” **Tony Mendoza**
- RECOMMENDATION TO JPACT REQUESTED
- Purpose: Recommendation to JPACT, the resolution that allocates federal funding to priority Corridor Refinement Plans, adopted by Resolution No. 10-4119, by JPACT and the Metro Council.
 - Outcome: Forward recommendation to JPACT to amend the MTIP
- 11:20 AM** **10. *** Update on the 2012-15 Regional Flexible Fund Allocation Process **Ted Leybold**
- DISCUSSION
- Purpose: An update on the policy framework JPACT adopted at their June meeting.
 - Outcome: Receive an overview of next steps.
- 12 PM** **11.** **ADJOURN** **Robin McArthur, Chair**

- * Material available electronically.
 ** Materials will be distributed at prior to the meeting.
 # Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
 To check on closure or cancellations during inclement weather please call 503-797-1700#.

Upcoming JPACT action items:

- Resolution No. 10-XXXX, “2008-2011 MTIP Amendment to Changing the Scope of Work for the Harmony Road: Lake Road to 82nd Avenue Project” (**August 12**)
- Resolution No. 10-XXXX, “For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans” (**August 12**)
- Resolution No. 10-XXXX, “For the Purpose of Amendment the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor East Metro Corridor Refinement Plans” (**August 12**)
- HUD Sustainable Communities Grant Endorsement Letter (**August 12**)
- 2010 – 13 Metropolitan Transportation Improvement Program (MTIP) (**September 2010**)

Future TPAC discussion items:

- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor’s *Tracking Transportation Project Outcomes* report



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
MINUTES
May 28, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Robin McArthur, Chair
Sorin Garber
Mara Gross
Keith Liden
Katherine Kelly
Scott King
Nancy Kraushaar
Alan Lehto
Mike McKillip
John Reinhold
Satvinder Sandhu
Karen Schilling
Jenny Weinstein
Tracy Ann Whalen
Sharon Zimmerman

AFFILIATION

Metro
Citizen
Citizen
Citizen
City of Gresham, representing Cities of Multnomah County
Port of Portland
City of Oregon City, representing Cities of Clackamas County
TriMet
City of Tualatin, representing Cities of Washington County
Citizen
Federal Highway Administration
Multnomah County
Citizen
Citizen
Washington State Department of Transportation

MEMBERS EXCUSED

Brent Curtis
Elissa Gertler
John Hoefs
Dean Lookingbill
Dave Nordberg
Paul Smith
Rian Windsheimer

AFFILIATION

Washington County
Clackamas County
C-TRAN
Southwest Washington Regional Transportation Commission
Oregon Department of Environmental Quality
City of Portland
Oregon Department of Transportation, Region 1

ALTERNATES PRESENT

Andy Back
Nancy Cardwell
Lynda David
Courtney Duke
Laine Smith

AFFILIATION

Washington County
Oregon Department of Environmental Quality
Southwest Washington Regional Transportation Commission
City of Portland
Oregon Department of Transportation, Region 1

STAFF PRESENT: Andy Cotugno, Kim Ellis, Mike Hoglund, Ted Leybold, Tom Matney, Kelsey Newell, Tom Kloster, Deborah Redman, Josh Naramore, Deena Platman, John Mermin, Kim Brown, Dick Benner.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur called the meeting to order and declared a quorum at 9:40 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair McArthur honored Mr. Ron Weinman for his service on the TPAC committee.

Mr. John Reinhold discussed the importance of Memorial Day and honoring United States veterans.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSENT AGENDA

MOTION: Ms. Mara Gross moved, Mr. Scott King seconded, to approve the TPAC minutes from April 30, 2010.

Discussion: Ms. Katherine Kelly stated that she was not present at the April 30, 2010 TPAC meeting and that Mr. Ron Papsdorf represented the Cities of Multnomah County in her place.

ACTION TAKEN: With all in favor, the motion passed as amended.

5. ACTION ITEMS

5.1 Resolution No. 10-4150A, "For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program"

Ms. Kim Ellis of Metro briefed the committee on Resolution No. 10-4150A, which demonstrates that the Portland metropolitan region is meeting state and federal air quality targets.

MOTION: Ms. Karen Schilling moved, Mr. Alan Lehto seconded, to recommend to JPACT approval of Resolution No. 10-4150A.

ACTION TAKEN: With all in favor, the motion passed.

5.2 2035 Regional Transportation Plan Adoption - Ordinance No. 10-1241A, “For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan”

Ms. Ellis briefed the committee on Ordinance No. 10-1241A and provided an overview of the timeline for the 2035 Regional Transportation Plan and its components, including:

- A first-ever Climate Change Action Plan to identify the right mix of policies and investments necessary to achieve significant reductions in greenhouse gas emissions;
- An updated High Capacity Transit Plan that lays out a set of priorities for expansion of bus and light rail service throughout the region;
- A Regional Freight Plan that outlines investments to support traded-sector jobs and improve freight reliability;
- The first comprehensive plan for transportation systems management and operations to make the most of investments already made in the transportation network; and
- Ambitious performance targets and a monitoring system to evaluate how well the region’s transportation investments meet those targets.

MOTION: Mr. Andy Back moved, Ms. Schilling seconded, to recommend to JPACT approval of Ordinance No. 10-1241A with the following amendments:

- The supplemental recommended actions for Exhibit H to Ordinance No. 10-1241A outlined in Ms. Ellis’ memo dated May 27, 2010. The supplemental recommended actions are to revise the May 13 *Recommended Action for Comments* #47, #77-81, and #102.
- The City of Beaverton’s corrections and comments as specified in their May 28 memo.
- Request to have Metro staff work to address concerns related to a RTP objective to reduce the share of households in the region spending more than 50 percent of their income on household and transportation combined.
- Request to push back the City of Gresham’s Regional Transportation Functional Plan compliance deadline (located in table 3.08-4 on page 37 of the Regional Transportation Functional Plan) from 2012 to 2013.

Discussion: Ms. Weinstein asked Metro staff to reconsider concerns that continue to be raised by members of the affordable housing community related to a RTP objective to reduce the share of households in the region spending more than 50 percent of their income on household and transportation combined. Ms. Weinstein noted that a primary concern is that the Metro cost burden definition is different from the Center for Neighborhood Technology (CNT) definition, and the Housing and Urban Development (HUD) may use the CNT threshold to evaluate project proposals in their upcoming grant program. Housing advocates are concerned this will negatively impact the

competitiveness of the region's grant application and other HUD funding opportunities. The committee agreed to allow Metro staff to work to address these concerns prior to the June 10 JPACT meeting. The comment was received as a friendly amendment and was included in the above motion.

Ms. Katherine Kelly requested that the City of Gresham's Regional Transportation Functional Plan compliance deadline (located in table 3.08-4 on page 37 of the Regional Transportation Functional Plan) be pushed back from 2012 to 2013, citing work load and resources as justification. The comment was received as a friendly amendment and was included in the above motion.

Mr. Keith Liden stressed the need to refine the connection between the policies within the 2035 Regional Transportation Plan and how those policies are implemented through investments.

Ms. Laine Smith of the Oregon Department of Transportation (ODOT), Region 1 outlined the Oregon Transportation Commission's (OTC) concerns with the 2035 RTP, specifically regarding monitoring and evaluating levels of congestion, system performance and RTP implementation, economic vitality, and system bottlenecks. Metro staff will work with ODOT, OTC and local jurisdictions to address these concerns prior to the June 10 JPACT meeting.

ACTION TAKEN: With all in favor, one opposed (Gross), one abstained (Smith), the motion passed as amended.

6. INFORMATION / DISCUSSION ITEMS

6.1 Housing and Urban Development (HUD) Sustainability Planning Grant

Mr. Andy Cotugno of Metro updated the committee on the HUD Sustainability Planning Grant. The US Departments of Housing and Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA) have come together to form The Partnership for Sustainable Communities. The Partnership has launched a major new effort, the Sustainable Communities Initiative (SCI), adopted Livability Principles, and initiated the HUD Sustainability Planning Grant.

SCI's Livability Principles mirror the values that underline the Portland region's nationally recognized long-range plan, the 2040 Growth Concept. Metro has proposed a framework for a collaborative regional SCI grant proposal to enhance and implement elements of the 2040 Growth Concept as informed by the Livability Principles. The framework is being reviewed and discussed by public, private and nonprofit sector partners in advance of the release of HUD's SCI Notice of Funding Availability (NOFA).

6.2 2012-15 Statewide Transportation Improvement Program (STIP) Process and Calendar

Mr. Jeff Flowers of ODOT briefed the committee on the 2012-15 Statewide Transportation Improvement Program (STIP) process and calendar.

6.3 2012-15 Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Policy

Mr. Ted Leybold of Metro updated the committee on the 2012-15 Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Policy deliberations at JPACT. JPACT and the Metro Council have requested the funds remaining for allocation after consideration of the funding targets for existing regional programs include a set aside to prepare the region for potential future funding targeted to Metropolitan Mobility and then be targeted to two project focus areas: Green Economy/Freight Initiatives and Active Transportation/Complete Streets. Action on this direction is scheduled for their meeting in June.

The committee discussed:

- Branding and marketing a regional project;
- Looking at key bottlenecks that remain unsolved;
- Freight rail and passenger rail issues;
- Performance objectives; and
- Project completion funding.

6.4 House Bills 2001 and 2186

Mr. Mike Hoglund of Metro briefed the committee on House Bills 2001 and 2186, specifically addressing legislative requirements for the Portland metropolitan region regarding greenhouse gas scenario planning. Mr. Hoglund overviewed the draft work program to address these requirements.

7. ADJOURN

Chair McArthur adjourned the meeting at 12:10 p.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 28, 2010

The following have been included as part of the official public record:

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|-----------------|--|---------------------|
| 5.2 | Memo | 05/27/10 | Supplemental Recommended Actions for Exhibit H to Ordinance No. 10-1241A | 052810t-01 |
| 5.2 | Memo | 05/28/10 | RTP: City of Beaverton Corrections and Comments | 052810t-02 |
| 5.2 | Memo | 05/28/10 | RTP: ODOT's Proposed Revisions | 052810t-03 |
| 6.2 | Memo | 04/27/10 | Statewide Transportation Improvement Program (STIP) Criteria | 052810t-04 |
| 6.2 | Report | 05/13/10 | 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors | 052810t-05 |
| 6.2 | Memo | N/A | 2014-2015 STIP Funding, Scoping, and Outreach Schedule for Region 1 | 052810t-06 |
| 6.3 | Memo | 05/25/10 | Regional Flexible Funds (STP and CMAQ) Allocations for FY 2014 – 2015 | 052810t-07 |

BEFORE THE METRO COUNCIL

| | | |
|--|---|---|
| FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CHANGE THE SCOPE OF WORK ON THE SOUTHEAST HARMONY ROAD: HIGHWAY 224 TO 82 ND AVENUE PROJECT |) | RESOLUTION NO. 10-XXXX |
| |) | Introduced by Councilor Carlotta Collette |
| |) | |
| |) | |
| |) | |
| |) | |

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to or significantly change the scope to existing projects in the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the JPACT and Metro Council awarded \$1.5 million of funding authority to Clackamas County to perform preliminary engineering for the widening and modernization of SE Harmony Road between Highway 224 and 82nd Avenue to five vehicle lanes and to separate the at-grade road crossing of the Union Pacific railroad; and

WHEREAS, the awarding of these funds is adopted in the 2008-11 MTIP as Programming Table 4.1.2; and

WHEREAS, Clackamas County has proposed that system management and sidewalk improvements would better serve the land use context, meet the priority capacity needs of SE Harmony Road, and reflect the best use of limited transportation funding than spending on preliminary engineering for the original project; and

WHEREAS, the total cost of the originally proposed project scope is more than is forecasted to be available to the project through local sources or the Regional Flexible Fund allocation process;

WHEREAS, Section 1.7 of the 2008-2011 MTIP states that the MTIP may be amended by Metro/JPACT Resolution where an adjustment will significantly change a project scope, defined as “the deletion of a modal element described in the original project scope . . . or if . . .the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process;” now, therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the Programming Table, Section 4.1.2, of the 2008-11 Metropolitan Transportation Improvement Program to change the scope of work of the SE Harmony Road project as provided in Exhibit A to this resolution.

ADOPTED by the Metro Council this __ day of July 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-xxxx

2008-11 Metropolitan Transportation Improvement Plan Table 4.1.1 amendment

Existing Programming

| Sponsor | ODOT Key No. | Project Name | Project Description | Funding Source | Project Phase | 2010 | 2011 | 2012 |
|------------------|--------------|---|--|----------------|---------------|------|-------------|------|
| Clackamas County | 15599 | Harmony Road: 82 nd Ave to Highway 224 | Engineering for widening roadway to 5 lanes, overcrossing of freight/Amtrak rail line. | STP | PE | | \$1,500,000 | |

Amended Programming

| Sponsor | ODOT Key No. | Project Name | Project Description | Funding Source | Project Phase | 2010 | 2011 | 2012 |
|------------------|--------------|---|--|----------------|---------------|-----------|-----------|-------------|
| Clackamas County | | Harmony Road: Linwood Avenue to 82 nd Avenue | Intelligent signal work, sidewalks and illumination. | STP | PE | \$200,000 | | |
| | | | | | ROW/Utilities | | \$100,000 | |
| | | | | | Construction | | | \$1,350,000 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-XXXX, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CHANGE THE SCOPE OF WORK ON THE SOUTHEAST HARMONY ROAD: HIGHWAY 224 TO 82ND AVENUE PROJECT

Date: June, 2010

Prepared by: Ted Leybold

BACKGROUND

Clackamas County was awarded regional flexible funding authority in 2007 for the purpose of conducting preliminary engineering of a potential project to widen and modernize SE Harmony Road between Highway 224 and 82nd Avenue, including a potential grade separation of the road from the Union Pacific railroad.

During the initial Environmental Impact Statement analysis, several alternatives were reviewed. Retaining Harmony Road as a three lane facility was strongly supported by the neighborhood, supported the context of the existing land uses and also met the needs of the surrounding area. The total cost of engineering, right of way acquisition, utilities and construction of this original project scope is more than is forecasted to be available to the project through local sources or the Regional Flexible Fund allocation process. The County proposes that system management and sidewalk improvements would better serve the land use context, meet the priority capacity needs of SE Harmony Road, and reflect the best use of limited transportation funding than spending the funds on preliminary engineering for the original project. Redefining the project scope would result in actual construction of improvements and relieve the County of potentially having to repay federal funds spent on engineering if the subsequent construction could not occur due to funding constraints.

The revised project would construct Intelligent Transportation System improvements at Harmony Road's intersections with Fuller, the North Clackamas Park District driveway and Linwood Avenue and will include fiber optic communication that will connect to the existing Clackamas County/ODOT fiber optics communication ring at 82nd Avenue/Harmony Road/Sunnyside Road to reduce vehicle delay. It would also construct sidewalk on the north side of Sunnyside Road from the Clackamas Town Center to 82nd Avenue, on the south side of Harmony Road from Clackamas Community College to 82nd Avenue, on the west side of 82nd Avenue from the Toys 'R' Us property to the intersection with Sunnybrook Boulevard and a completed multiuse path connection from the Clackamas Town Center to 82nd Avenue. The project would also construct continuous illumination along Harmony Road from 82nd Avenue to Linwood Avenue.

Clackamas County seeks JPACT and Metro Council approval to revise the scope of this project as described.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Section 1.7 of the 2008-2011 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of

Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) (“2008-11 MTIP”). MTIP provides that it may be amended by Metro/JPACT Resolution where an adjustment will significantly change a project scope, defined as “the deletion of a modal element described in the original project scope . . . or if . . .the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process;” Proposed resolution will amend the Programming Table 4.1.2 of the 2008-11 MTIP. Changes scope of project originally awarded funding authority by Resolution 07-3773 on March 15, 2007 (For the purpose of allocating \$64 Million of Transportation Priorities funding for the years 2010 and 2011, pending air quality conformity determination).

3. **Anticipated Effects** Adoption of this resolution will allow Clackamas County to proceed with adding system management and pedestrian improvements on SE Harmony Road between Highway 224 and 82nd Avenue.
4. **Budget Impacts** No Metro funds are obligated by this agreement.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-xxxx.



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

**RE: TIGER II Grant Proposal – Sunrise Corridor – Hwy 212: Hwy
224 to 162nd Ave., Sunrise Corridor Multiuse Path: Lawnfield to Hwy 212 and I-205
Multiuse Path to Hwy 212**

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the *Sunrise Corridor* grant proposal under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Sunrise Corridor* project will substantially contribute to the region's economic competitiveness and increase the livability of the community by providing safe and efficient multi-modal access to mixed employment and industrial areas. Improvements to the roadway will enhance freight traffic along the corridor and will result in reduced congestion and VMT. Furthermore, the addition of over 10,000 linear feet of multiuse path will provide key routes and connections to the regional bicycle system and offer residents significantly enhanced commuter and recreational experiences.

The *Sunrise Corridor* project's significant roadway and multiuse path connectivity improvements directly support the livability and economic competitiveness of the region. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – Electric Vehicle Corridor Connectivity

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the *Electronic Vehicle Corridor Connectivity* grant proposal under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Electronic Vehicle Corridor Connectivity* project will fund the deployment of 50 electric vehicle charging stations in under-served areas of Oregon at key public locations near major travel destinations and along major highway corridors, at an interval of no more than 50 miles from other charging sites. The expansion of charging infrastructure along the I-5 corridor in southern Oregon would complete the corridor connecting Washington and California through the Green Highway initiative and supports the state's environmental sustainability goals by reducing greenhouse gas emissions and the state's dependence on oil. Furthermore, the project distributes the resources across the state equitably.

The *Electric Vehicle Corridor Connectivity* project would provide a vital connection not only for residents of the Portland metropolitan area but for the entire state, while also addressing the region's environmental sustainability goals. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – NW Graham Road Reconstruction and NW Swigert Way Extension

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the *NW Graham Road Reconstruction and NW Swigert Way Extension* grant proposal under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *NW Graham Road* project will reconstruct and add bicycle and pedestrian facilities to a roadway that provides access to one of the region's largest industrial sites. Upgrades to the roadway to accommodate truck weight and volume associated with the area and enhanced freeway access will increase the area's attractiveness for existing and potential distribution, logistics, and manufacturing businesses, which will not only create but retain jobs in the region. Furthermore, the project supports the region's livability and environmental sustainability goals with the addition of bicycle and pedestrian facilities which will provide commuters with a safe alternative to auto travel.

The *NW Graham Road* project will strongly enhance the region's economic competitiveness, environmental sustainability and livability through a series of highway and bicycle and pedestrian improvements. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – I-5 Corridor Transit

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the *I-5 Corridor Transit* grant proposal under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *I-5 Corridor Transit* project will improve the usability of fixed route transit service across the state through increased intercity bus service and north-south connections. With emphasis on livability and environmental sustainability, the project emphasizes public education on alternative transportation modes, improves access to non-single occupancy vehicles, and encourages increased walking and cycling. As a result the project will improve mobility, reduce greenhouse gas emissions, and expand capacity of Oregon's roadways.

The *I-5 Corridor Transit project* would provide a vital transit connection not only for residents of the Portland metropolitan area but for the entire state, while also addressing the region's environmental and livability goals. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – Sellwood Bridge Replacement

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the *Sellwood Bridge Replacement* grant proposal under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Sellwood Bridge Replacement* project will replace an aging but critical east-west connection across the Willamette River with a neighborhood-friendly, multi-modal river crossing that serves regional transportation needs. With emphasis on improving livability and environmental sustainability, the project will address capacity for buses and future streetcar service, improve transit connections and promote non-motorized modes of travel by dramatically enhancing facilities for cyclists and pedestrians. Furthermore, without quick action the bridge will deteriorate to where the crossing must be closed, resulting in reduced travel efficiency and added costs for businesses and local commuters.

The *Sellwood Bridge Replacement* project is a vital connection for the region. Not only will this project address the bridge's structural issues, it will support the outcomes called for in the region's Regional Transportation Plan. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – Southeast Corridor Project: Connecting Communities

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the *Southeast Corridor Project: Connecting Communities* grant proposal under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Southeast Corridor Project* is a regional project that connects two cities and two counties and will vastly improve the safety, efficacy and capacity of multi-modal travel in an expanding and developing corridor. The project recognizes that a region needs a variety of approaches to create truly livable communities. On its own, the light rail project will increase transit access and mobility; the *Southeast Corridor Project* will build on the substantial investment in light rail, creating seamless walking and biking routes, protecting and expanding freight capacity and providing new opportunities for development and brownfield redevelopment. The improvements will decrease conflicts between modes and add new connections to transit, schools and jobs.

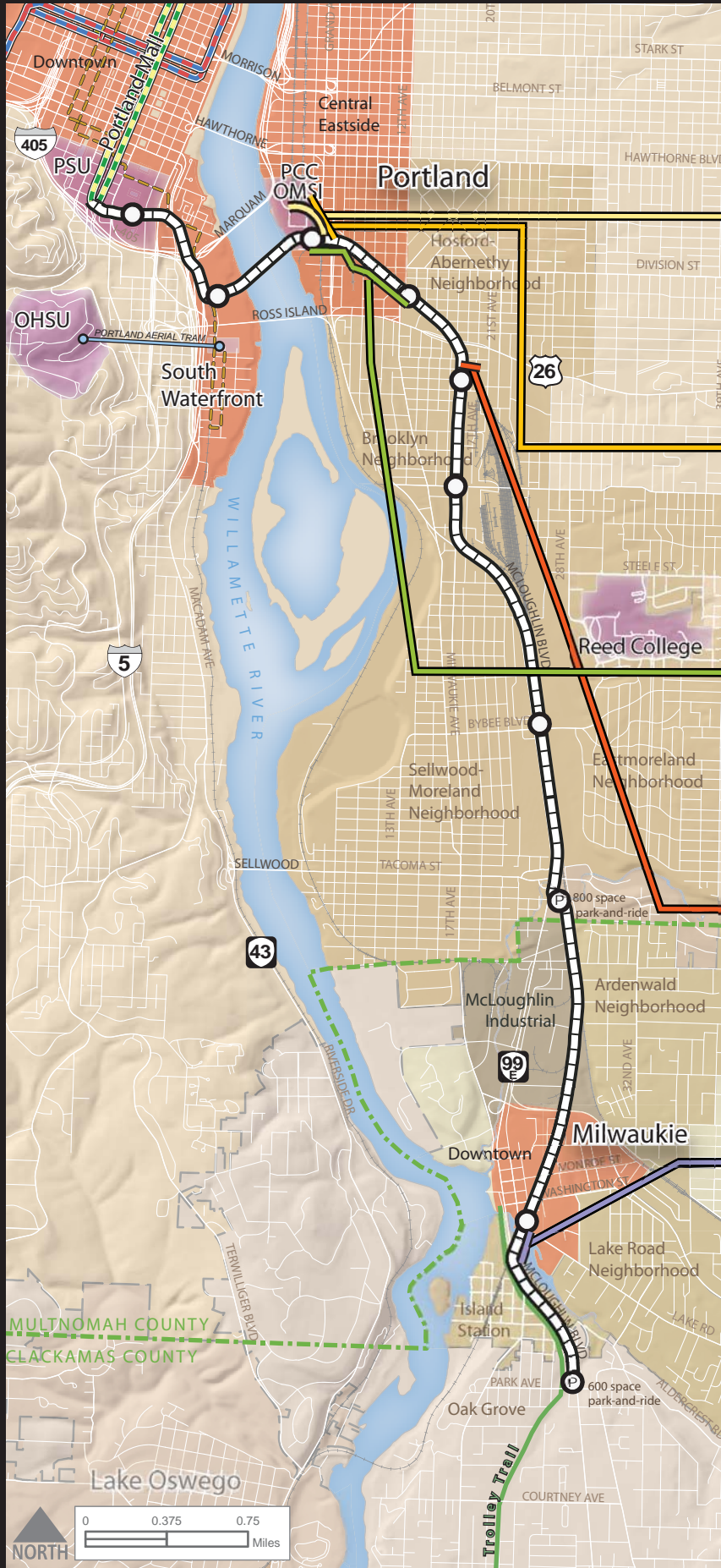
The *Southeast Corridor Project* will help demonstrate to the nation that investing in safe biking and pedestrian routes with good connections to public transportation is good for our economy, our environment, our health and the livability of our communities. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair

Enclosure

Southeast Corridor Project: Connecting Communities



This project includes a series of transportation investments to create more livable and connected communities in the Southeast Corridor.

SE Water Ave. Relocation
Protects and enhances freight mobility while supporting new multimodal connections to jobs and cultural and educational institutions. Connects to local and regional bike and pedestrian routes, and creates redevelopment opportunities.

Oregon Pacific Railroad and Yard improvements
Provide room for the SE Water Avenue project, and allow for the relocation of four steam engines from Union Pacific Railroad's crowded Brooklyn Yard.

Clinton to the River Multi-use Path
Provides a critical connecting hub for the region's bicycle and pedestrian network, linking dense, vibrant neighborhoods with employment, educational institutions and major bike and pedestrian routes.

Rhine Pedestrian Bridge
Addresses safety concerns with the existing antiquated bridge, and enhances bike and pedestrian connections between neighborhoods, schools, employment centers and transit.

Kellogg Lake Pedestrian and Bicycle Bridge
Addresses hazards of illegally crossing an adjacent freight rail trestle, and establishes a vital link in the local and regional bike and pedestrian network. The new bridge would enhance access to schools, transit and downtown Milwaukie.



Housing Equity and Opportunity Strategy for the Portland Metropolitan Region

Proposed DECLARATION OF COOPERATION (Draft 7/23/10)

Our Intent

The Portland metropolitan region has long been a national leader in developing and implementing innovative approaches to land use and transportation planning, responsible resource use and climate protection. After investing decades of effort building healthy human and natural communities, our region is widely viewed as one of the most livable places in the country.

Yet we also know that the exceptional quality of life for which our region is known is not shared by all who live here, especially members of low-income communities and communities of color. We cannot succeed as a region unless all of our fellow residents have the opportunity to share equitably in the livability we have worked so hard to create and to live in communities that nourish their potential.

This Declaration of Cooperation signals the formation of a consortium of public agencies and community-based organizations for the purpose of working together to seek a grant under the US Department of Housing and Urban Development's (HUD) "Sustainable Communities Regional Planning Grant Program" to support development and implementation of a Housing Equity and Opportunity Strategy for the Portland metropolitan region. The basic approach outlined in this Declaration of Cooperation is:

1. To involve local governments, housing authorities, community-based organizations and the private sector in collaboratively developing an integrated regional plan for housing equity and opportunity in the Portland metropolitan region. This will include testing the concepts included in the plan through the development of several pilot projects that model targeted investment.
2. To link affordable housing investments in the region to available and planned public services and infrastructure, such as employment opportunities, health care, transportation, education, and recreation.
3. To review the adequacy and availability of public services to *existing* market or assisted low-cost housing in the region, and to help local governments evaluate the equity of current public service distribution in the region.

To build on our current efforts, additional funding for this effort is being sought through HUD's Sustainable Communities Regional Planning Grant Program, which is part of The Partnership for Sustainable Communities established jointly by the US Departments of Housing and Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA).

While this is not a binding legal contract, this Declaration of Cooperation constitutes a statement of the good faith and commitment of the undersigned parties. It represents a public commitment to think and lead in new ways and to work in new partnerships, with equity as a core goal, to develop consensus-based strategies that address the needs of the region as a whole, to strive to identify opportunities and solutions whenever possible, to contribute assistance and support within resource limits as identified in the grant application, and to collaborate with other consortium members in promoting the successful implementation of the agreed-upon strategies. Within 120 days of the award of the grant, the parties to this agreement will need to execute specific contracts to carry out tasks funded through the grant and to refine roles and responsibilities for the conduct of the grant work program.

Intended Outcomes

The development and implementation of a Housing Equity and Opportunity Strategy for the Portland metropolitan region builds on the region's reputation and practice of multi-disciplinary planning and fits the objectives of HUD's Sustainable Communities Planning Grant Program. This federal grant program provides an opportunity for the region to leverage our success in land use and livability policy by creating new partnerships, policies and investments that promote equity and opportunity for all regional residents.

The Housing Equity and Opportunity Strategy will be an implementation plan. It will provide a road map for investment in places, people and processes. The Strategy will include:

- Thorough analysis and understanding about the current status of our region with respect to equity and opportunity expanding upon current data and reports of the parties and other community verified sources;
- Implementation strategies that cross fields and sectors and provide integrated approaches to investment to insure that we achieve positive triple bottom line results (Equity, Economy, Environment);
- Development of opportunity maps to guide strategies and inform investments;
- Development of a tool to assess the equity impact of investments;
- Investment in effective individual, organizational and community capacity to promote civic engagement that creates communities of opportunity; and
- Strategies to evaluate outcomes resulting from policies and investments across income, race/ethnicity and geography, and systems to track progress towards goals over time and inform future decision-making.

The Consortium's grant application is intended to achieve five basic outcomes:

- **Housing Equity and Opportunity Strategy** – With the leadership of regional housing development partners, including housing authorities, community-based organizations, local government public service and infrastructure providers, and the private sector, this grant will develop a strategic plan to coordinate and integrate equitable access to affordable housing, jobs and workforce training, high-quality public transportation and

other critical public services and facilities for the Metro region. This regional plan will *not* diminish or take away any vested authority of local jurisdictions or non-profit organizations, but will guide local decisions through a regional plan that has been collaboratively developed. In addition, an equity and opportunity evaluation tool will be developed for future application to infrastructure and services delivery decisions.

- **Linkage, leverage and integration** – This Housing Equity and Opportunity Strategy will create linkage between federal, state, regional, local, non-profit and private investments in housing, transportation, education, and other service planning in order to promote greater equity and opportunity for all regional residents. In so doing, it will also provide opportunities to leverage public investments in affordable housing with other public investments in the region. The results of the Housing Equity and Opportunity Strategy will provide input to various implementation programs throughout the region, including development of the Community Investment Strategy (an over-arching effort coordinated by Metro to implement the region’s long-term vision and achieve regionally agreed-upon outcomes through a broad range of investments).
- **An on-going governance structure** – While this consortium of regional partners is initially designed to *develop* the Housing Equity and Opportunity Strategy, the intent is to have the consortium develop a governance structure to oversee the implementation of regional housing and equity measures on an on-going basis.
- **Increased capacity of community-based organizations to participate in the consortium** – Many communities are underserved, or their community-based organizations lack the staffing capability to engage their constituencies and participate effectively in this collaborative effort. Grant funding will be used to involve community-based organizations (as well as local governments) in specific tasks and decision-making related to the regional housing strategy with the objective of having increased capacity and capability to engage in decision-making beyond the duration of the grant.
- **A framework for monitoring and measuring performance over time** – The consortium will develop indicators and use them to track progress and guide future implementation actions. These indicators will integrate with the Greater Portland-Vancouver Indicators project at Portland State University.

Governance

- A Steering Committee, consisting of the signers of this document, will provide a forum for decision-making on all policy matters involved in implementation of the grant and development of the regional Housing Equity and Opportunity Strategy. The Steering Committee shall determine the consortium’s policy direction and establish procedures for allocating resources and grant funds. It is expected that membership in the Consortium and Steering Committee will expand upon receipt of the grant to include organizations representative of the full diversity of the region and to include additional local

governments and service providers such as workforce training, education, health care providers, climate policy, arts & culture, etc.

- A Budget Committee will be established consisting of a representative group of fiscal officers of the Steering Committee organizations. It shall ensure all federal, state, and local budget, accounting and finance rules are followed and oversee disbursement of funds, including paying of consultants, pursuant to the Cooperative Agreement and in accordance with Steering Committee’s decision regarding allocation of resources and grant funds.
- A Technical Advisory Committee will oversee technical work related to the plan and make recommendations, as assigned by the Steering Committee. The Technical Advisory Committee will ensure integration with PSU’s Community Data Commons and the Greater Portland-Vancouver Indicators project.
- An Outreach Advisory Committee will oversee and coordinate outreach to stakeholders and the public.
- Facilitation and staff support for the Consortium and Steering Committee meetings shall be provided by the National Policy Consensus Center. Additional support will be provided by staff of consortium members.
- The Steering Committee will operate on a consensus-seeking basis. Members of the consortium agree to work with each other in a collaborative manner that develops trust and brings forward interests to be addressed in a supportive manner.
- The “Lead Applicant” of the Consortium will be Metro, with the following authority and responsibilities:
 - Authority to act as the Consortium’s representative when dealing with HUD on behalf of all members of the Consortium;
 - Responsibility for submitting the Grant Application and executing a Cooperative Grant Agreement if awarded;
 - Fiscal and administrative responsibility for the Grant on behalf of the Consortium.

Declaration of Cooperation

We, the undersigned government organizations, agree to join this Consortium to seek a HUD grant in our capacity as a public entity responsible for setting policy and funding and implementing infrastructure, programs and services intended to equitably benefit the public.

Metro

City of Portland

David Bragdon, Council President

Sam Adams, Mayor

Multnomah County

City of Portland, Housing Bureau

Jeff Cogen, Chair

Nick Fish, Commissioner

Clackamas County and
Clackamas County Housing Authority

Washington County and
Washington County Housing Authority

Lynn Peterson, Chair

Tom Brian, Chair

City of Beaverton
(as a direct CDBG recipient)

Housing Authority of Portland

Denny Doyle, Mayor

Steve Rudman, Executive Director

TriMet

Portland State University

Neil McFarlane, General Manager

Wim Wiewel, President

Oregon Housing and Community Services

Victor Merced, Director

We, the undersigned community-based organizations, agree to join this consortium in our capacity as providers of housing and other services to people and communities, and who have needs for services that equitably enhance their access to opportunity, and that are typically underrepresented in public decision-making.

Fair Housing Council of Oregon

Urban League of Portland

Moloy Good, Executive Director

Marcus Mundy, President and CEO

Housing Organizations of Color Coalition

Coalition for a Livable Future

Maxine Fitzpatrick, Chair

Jill Fuglister, Co-Executive Director

Community Housing Fund

Oregon Opportunity Network

Ramsay Weit, Executive Director

Cathey Briggs, Executive Director

Bienestar

Karen Shawcross, Executive Director

DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY) RESOLUTION NO. XX
2010 UNIFIED PLANNING WORK PROGRAM)
(UPWP) TO MODIFY FUNDING) Introduced by Councilor XX
ALLOCATIONS FOR SOUTHWEST CORRIDOR)
AND EAST METRO CORRIDOR REFINEMENT)
PLANS)

WHEREAS, the FY 2010-11 Unified Planning Work Program (UPWP) was adopted by the Metro Council on April 15, 2010 by Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM”); the FY 2010-11 UPWP describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010 to be carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities and counties of Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the budget elements of the FY 2010 UPWP is required to receive federal transportation planning funds; and

WHEREAS, although the Southwest Corridor and East Metro Corridor Refinement Plans are included in the work element of the FY 2010 UPWP, in the 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-1241A (“FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN”) and in the FY 2008-2011 Metropolitan Transportation Improvement Program (“MTIP”) adopted by the Metro Council on August 16, 2007 via Metro Council Resolution No. 07-3825 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN ARE”) the sources and costs for those refinement plans had not yet been identified at the time the UPWP, the RTP, and the MTP were adopted; and

WHEREAS, the funding sources and costs have since been further developed and identified for those two corridor refinement plans; and

WHEREAS, on August 12, 2010 this resolution was approved by the Joint Policy Advisory Committee on Transportation (“JPACT”) for recommendation to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the FY 2010 UPWP to identify funding amounts and sources allocated through the Metropolitan Transportation Improvement Program (“MTIP”) process to the UPWP’s Southwest Corridor and East Metro Corridor Refinement Plans as shown in the attached Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. XX

Amended Chart ____, FY 2010 Unified Planning Work Program cost and funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.

Southwest Corridor

Cost and Funding Sources:

| Requirements: | | Resources: | |
|----------------------|---------------------|-------------------|---------------------|
| Personal Services | \$ TBD | STP | \$ 885,000 |
| Interfund Transfers | \$ TBD | ODOT | \$ 35,000 |
| Materials & Services | \$ TBD | Metro/Local Match | \$ 110,400 |
| Consultant | | | |
| Miscellaneous | | | |
| Computer | \$ TBD | | |
| | \$ 1,030,400 | | \$ 1,030,400 |
| <i>TOTAL</i> | | <i>TOTAL</i> | |

Full-Time Equivalent Staffing

| | |
|-----------------------|------------|
| Regular Full-Time FTE | TBD |
| | TBD |
| <i>TOTAL</i> | |

East Metro

Cost and Funding Sources:

| Requirements: | | Resources: | |
|----------------------|-------------------|-------------------|-------------------|
| Personal Services | \$ TBD | STP | \$ 611,000 |
| Interfund Transfers | \$ TBD | | |
| Materials & Services | \$ TBD | Metro/Local Match | \$ 73,320 |
| Consultant | | | |
| Miscellaneous | | | |
| Computer | \$ TBD | | |
| | \$ 684,320 | | \$ 684,320 |
| <i>TOTAL</i> | | <i>TOTAL</i> | |

Full-Time Equivalent Staffing

| | |
|-----------------------|------------|
| Regular Full-Time FTE | TBD |
| | TBD |
| <i>TOTAL</i> | |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. [INSERT NUMBER], FOR THE PURPOSE OF AMENDING THE FY 2010 UNIFIED PLANNING WORK PROGRAM (UPWP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS

Date: July 20, 2010

Prepared by: Tony Mendoza, x1726

BACKGROUND

On April 15, 2010, the Metro Council adopted the FY 2010-11 Unified Planning Work Program (“UPWP”) via Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM”). Although the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan were included in the FY 2010-11 Unified Planning Work Program (“UPWP”) adopted in the April 15, 2010 Resolution, specific costs and funding sources had not yet been identified at that time for those corridors.

Costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan have now been identified, and this resolution would modify the UPWP to state those costs and funding sources. Identification of funding amounts and sources for these two corridors will not affect the funding of other projects because the funds identified here are funds remaining from other completed projects and identification of funds from the Next Priority Corridor Study.

The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-1241A, identifies five corridors where more analysis is needed through future corridor refinement plans. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five corridors identified in the RTP. The 2008- 2011 Metropolitan Transportation Improvement Program (“MTIP”), adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) (“2008-11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified for these two corridors.

Proceeding forward with these two mobility corridor refinement plans was approved on February 25, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council via resolution (Res. No. 10-4119) (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:

1. East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area); and

2. Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle” located at the intersection of I-5, OR 99W, and Hwy. 217).

These corridors emerged as strong candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.

Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.

1. Southwest Corridor Refinement Plan

Planning in the Southwest Corridor is being conducted in the context of an overall mobility corridor vision for the Southwest Corridor Plan that has emerged from the recently adopted *2035 Regional Transportation Plan*. The Southwest Corridor Plan includes including Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. The Southwest Corridor Plan also considers relationships between the built environment, the supporting transportation network, and air quality and other environmental considerations. The Southwest Corridor Plan anticipates regional collaboration to create a multi-modal, multi-agency planning effort and initiate the public engagement process to incorporate the sequential planning projects into one contiguous and efficient planning effort. This relationship will be developed through the *Southwest Corridor Plan*, which is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);
- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);
- Barbur Concept Plan (City of Portland);
- 99W Land Use Plan (City of Tigard); and
- 99W Corridor Planning (City of Tualatin).

The land use and corridor planning efforts will help define the areas best served by high capacity transit (“HCT”) for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements meet mobility needs, while the transit alternatives analysis (“AA”) would define how transit functions to best meet the land use aspirations in the area. As a whole, the Southwest Corridor Plan will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.

2. East Metro Corridor Refinement Plan

This transportation corridor, or travel demand area, includes the main streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the study is limited to I-84 southward to US 26 and the Springwater area.

Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including Damascus, Happy Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.

ANALYSIS/INFORMATION

1. Known Opposition

No known opposition.

2. Legal Antecedents

Metro Council Resolution No. 10-4119: FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE, adopted by the Metro Council on February 25, 2010.

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

Metro Council Resolution No. 07-3825: FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted by the Metro Council on August 16, 2007.

Metro Council Resolution No. 09-4052: FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS FOR ADDITION TO THE 2035 REGIONAL TRANSPORTATION PLAN, STATE COMPONENT, adopted by Metro Council on July 9, 2009.

Metro Council Ordinance No. 10-1241A: FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted on June 10, 2010.

3. Anticipated Effects

Adoption of this resolution will transfer funding that had remained from other completed projects and the Next Priority Corridor Study and identify other funds that had not previously been identified to fund these two corridor refinement plans. The amended UPWP will identify the costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan.

4. Budget Impacts

No Metro funds are obligated by this amendment to the UPWP.

RECOMMENDED ACTION

Approve Resolution No. XX,

Exhibits

- Exhibit A: Modified FY 2010 Unified Planning Work Program cost and funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.

BEFORE THE METRO COUNCIL

| | | |
|-------------------------------------|---|----------------------------|
| FOR THE PURPOSE OF AMENDING THE |) | RESOLUTION NO. XX |
| JANUARY 2008 MTIP (FY 2008-2011) TO |) | |
| MODIFY FUNDING ALLOCATIONS FOR |) | Introduced by Councilor XX |
| SOUTHWEST CORRIDOR AND EAST METRO |) | |
| CORRIDOR REFINEMENT PLANS |) | |

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007 via Metro Council Resolution No. 07-3825 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA”); and

WHEREAS, the work for the Southwest Corridor and East Metro Corridor Refinement Plan were adopted by Metro Council Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”) as the next regional priorities for Corridor Refinement Plans on February 25, 2010; and

WHEREAS, the Southwest Corridor and East Metro Corridor Refinement Plans are included in the work element of the FY 2010 UPWP and in the 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-1241A (“FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN”); and

WHEREAS, the funding sources have since been further developed and identified for those two corridor refinement plans; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the programming of the 2008-11 Metropolitan Transportation Improvement Program to include the funding for these two corridor refinement plans as shown in Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. XX

List below are the existing and modified Metropolitan Transportation Improvement Program programming for the Southwest Corridor and East Metro Corridor Refinement Plans.

East Metro Corridor Refinement Plan

From Next Priority Corridor Study

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---------------------------|------------------------------|---|------------------|---------------|-----------|
| Metro | 1151 (14564, 15546) | Next Priority Corridor Study | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$420,000 |

From Next Corridor Powell/Foster

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|-----------------|-----------------------------|---------------------|----------------|---------------|------------|
| Metro | 1151 (14565) | Next Corridor Powell/Foster | | | | \$ 191,000 |

Total Funding Transferred to Next Priority Study- East Metro Amended Programming

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|-------------------------------------|---|---|------------------|---------------|------------------|
| Metro | 1151 (14564, 14565, 15546) | Next Priority Corridor Study – East Metro | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$611,000 |

Southwest Corridor Refinement Plan

From Next Priority Corridor Study

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---------------------------|------------------------------|---|------------------|---------------|-----------|
| Metro | 1151 (14564, 15546) | Next Priority Corridor Study | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$150,000 |

From I5/99W Connector Project

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---------|--------------------------|---------------------|----------------|---------------|-----------|
| Metro | (13301) | I5/99W Connector Project | | | | \$335,000 |

From I5/99W Tualatin-Sherwood Connect (Concept Plan)

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---------|---|---------------------|----------------|---------------|------------|
| Metro | (15669) | I5/99W Tualatin-Sherwood Connect (Concept Plan) | | | | \$ 400,000 |

Total Funding Transferred to Next Priority Study- Southwest Corridor Amended Programming

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|----------------|---|---|---|-----------------------|----------------------|------------------|
| Metro | 1151 (14564, 14565, 15546), (13301), (15669) | Next Priority Corridor Study – Southwest Corridor | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$885,000 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. [INSERT NUMBER], FOR THE PURPOSE OF AMENDING THE FY 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS

Date: July 20, 2010

Prepared by: Tony Mendoza, x1726

BACKGROUND

In the Metropolitan Transportation Improvement Program (MTIP) adopted by Metro Council Resolution No. 07-3825 on August 17, 2007 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA”), funding amounts were allocated for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan, but specific amounts and sources were not identified in the MTIP. This resolution would amend the MTIP funding allocations for Southwest Corridor and East Metro Corridor Refinement Plans. Identification of funding amounts and sources for these two corridors will not affect the funding of other projects because the funds identified here are funds remaining from other completed projects in the vicinity of the projects and the funds identified for the Next Priority Corridor Study.

The 2035 Regional Transportation Plan identifies five corridors where more analysis is needed through a future corridor refinement plan. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five corridors identified in the RTP. The 2008- 2011 Metropolitan Transportation Improvement Program (“MTIP”), adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) (“2008-11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified for these two corridors

Proceeding forward with these two mobility corridor refinement plans was approved on February 25, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and via Metro Council resolution (Res. No. 10-4119) (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:

- East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and
- Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle,” located at the intersection of I-5, OR99W and Hwy 217).

These corridors emerged as strong candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical

and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.

Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.

1. Southwest Corridor Refinement Plan

Planning in the Southwest Corridor is being conducted in the context of an overall mobility corridor vision for the Southwest Corridor Plan that has emerged from the recently adopted *2035 Regional Transportation Plan*. The Southwest Corridor Plan includes including Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. The Southwest Corridor Plan also considers relationships between the built environment, the supporting transportation network, and air quality and other environmental considerations. The Southwest Corridor Plan anticipates regional collaboration to create a multi-modal, multi-agency planning effort and initiate the public engagement process to incorporate the sequential planning projects into one contiguous and efficient planning effort. This relationship will be developed through the *Southwest Corridor Plan*, which is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);
- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);
- Barbur Concept Plan (City of Portland);
- 99W Land Use Plan (City of Tigard); and
- 99W Corridor Planning (City of Tualatin).

The land use and corridor planning efforts will help define the areas best served by high capacity transit (“HCT”) for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements meet mobility needs, while the transit alternatives analysis (“AA”) would define how transit functions to best meet the land use aspirations in the area. As a whole, the Southwest Corridor Plan will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.

2. East Metro Corridor Refinement Plan

This transportation corridor, or travel demand area, includes the main streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the study is limited to I-84 southward to US 26 and the Springwater area.

Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including Damascus, Happy Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.

ANALYSIS/INFORMATION

1. Known Opposition

No known opposition.

2. Legal Antecedents

The Metro Council and JPACT must approve any substantive amendments to the MTIP.

Metro Council Resolution No. 10-4119: FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE, adopted by the Metro Council on February 25, 2010.

Metro Council Resolution No. 07-3825: FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA adopted by the Metro Council on August 16, 2007.

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

Metro Council Resolution No. 03-3380A: FOR THE PURPOSE OF DESIGNATION OF THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS, adopted by the Metro Council on December 11, 2003.

Metro Council Ordinance No. 04-1045A: FOR THE PURPOSE OF AMENDING THE 2000 REGIONAL TRANSPORTATION PLAN (“RTP”) FOR CONSISTENCY WITH THE 2004 INTERIM FEDERAL RTP AND STATEWIDE PLANNING GOALS, adopted by the Metro Council on July 8, 2004.

Metro Council Ordinance No. 10-1241A: FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted on June 10, 2010.

3. Anticipated Effects

Adoption of this resolution will amend the MTIP to will identify the costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan

4. Budget Impacts

No Metro funds are obligated by this amendment to the MTIP.

RECOMMENDED ACTION

Approve Resolution No. XX.

Exhibits

- Exhibit A: Existing Programming and Amended Programming Metropolitan Transportation Improvement Program funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.



Date: July 30, 2010
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Ted Leybold, MTIP Program Manager
Amy Rose, Associate Transportation Planner
Subject: 2014-15 Regional Flexible Fund Allocation (RFFA) process update

Introduction

The policy framework for the 2014-15 Regional Flexible Fund Allocation (RFFA) process was adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council on July 8, 2010. The adopted framework provides the following policy direction:

- affirms the two-step allocation process with initial targets for regional programs;
- establishes Metropolitan Mobility Funding Preparedness as a Step 1 activity;
- sets targets for two project focus areas (Green Economy/Freight Initiatives & Active Transportation/Complete Streets) in Step 2;
- directs staff to create a single task force during the stakeholder engagement process to make recommendations on needs, priorities and project prioritization factors for the project focus areas;
- requires the “project prioritization factors” for each focus area to ensure that projects meet the needs of environmental justice and underserved communities
- requires projects that receive funding to demonstrate how performance targets were met after the project has been completed;
- adds a return on investment evaluation of the full set of projects prior to the final decision and
- affirms the collaborative process for project nomination.

The adopted framework, shown in Attachment 1, will be incorporated into the final Metropolitan Transportation Improvement Program (MTIP) policy report and will guide the stakeholder engagement and project nomination processes, shown in Attachment 2.

Process next steps

Now that the policy framework has been adopted, MTIP staff will complete the final policy report for the RFFA and MTIP. The policy report will include the new direction from the adopted policy framework, existing policies and objectives, details about eligibility, the stakeholder engagement process, the collaborative project nomination process, the project evaluation process, and project selection decision-making process.

Stakeholder engagement

Metro staff will begin the collaborative process starting with stakeholder engagement. The Community Investment Funds Task Force (joint task force) will provide direction on priorities, needs, and investment strategies, as well as review project nominations for consistency with Task Force recommendations.

An Environmental Justice Workgroup will also be formed to provide input on the needs of minority, low income, elderly and disabled populations and help review projects from an equity perspective.

Project prioritization factors

Part of the final policy report will be to refine with TPAC the prioritization factors for each project focus area, taking into consideration the recommendations of the Task Force and the Environmental Justice Workgroup. These are factors that will be used in the project nomination process by stakeholders and local governments to identify projects that meet the outcomes for each category. TPAC will consider the existing prioritization factors as well as propose additional factors to use in the nomination process.

Coordinating Committees

Local agencies, working through the County Coordinating Committees and with Metro staff, will use the Task Force recommendations, Environmental Justice Workgroup input, and prioritization factors to propose projects that meet the direction provided by JPACT and Metro Council to meet the desired outcomes for the project focus areas. The projects nominated will be reviewed by the Task Force and Environmental Justice Workgroup.

Public Comment Period and Decision process

The project proposals resulting from the nomination process will be released for public comment to help gauge support for the project list and understand issues or priorities associated with the proposed projects. After collecting and summarizing the comments and allowing for adjustments based on the comments, JPACT and Metro Council will make a final decision on the allocation of funds to the regional programs and projects in summer of 2011. These projects and programs will then be incorporated into the 2012-15 MTIP with all other federally funded and regionally significant projects.

Attachment 1

2014 -15 Regional Flexible Fund Allocation - Policy Framework

Step 1 - Regional Programs

Support of an initial funding target for existing regional programs, but with direction to develop a process for JPACT review of these programs prior to the final allocation of funding in the spring of 2011.

- Transit Oriented Development – \$5.95 million
- High capacity transit (HCT) bond - \$26 million
- HCT development - \$4 million
- TSMO/ITS - \$3 million
- Regional Travel Options - \$4.539 million
- Regional Planning - \$2.244 million
- Corridor & Systems Planning - \$1 million

❖ Establish Metropolitan Mobility Funding Preparedness: \$1 million

Prepare consensus regional strategy and applications for state and federal funding targeted to mobility in metropolitan areas as a Step 1 activity.

Step 2 - Community Investment Funds

❖ Vehicle electrification: \$500,000

One time set aside of \$500,000 for electric vehicle acquisition and infrastructure development.

❖ Green Economy/Freight Initiatives target: 25 %

This project focus area supports the development of the region's economy through investment in green infrastructure and key freight projects or programs. Examples of project types include, but are not limited to:

- Preparation for state and federal freight funding opportunities
- Regional strategy for freight rail & high speed passenger rail development
- Regional strategy for industrial development and investment
- Freight focused transportation system management and operations (TSMO) projects
- Localized bottleneck reduction on freight routes/connectors
- Alternative fuel development (electric, compressed natural gas, etc.)
- Diesel emission reduction
- General or mode-specific freight plans and studies

Performance target outcomes:

- Reduce freight vehicle delay
- Reduce greenhouse gasses and exposure to pollutants

Project prioritization factors to meet outcomes:

Prioritization factors will be developed with the Transportation Policy Alternatives Committee (TPAC) and integrated into the final policy report. Potential prioritization factors may include, but are not limited to:

- Improves operational or physical connectivity to regionally important industrial land or jobs

- Improves freight operations (delay, safety, etc.)
- Benefits air quality
- Contributes to economic sustainability
- Must address Environmental Justice and underserved community needs and impacts
- Supports green or traded sector businesses
- Helps implement one or more goals of the Regional Freight Plan
- Innovative
- Has limited alternative sources of funding
- Leverages other funding or benefits
- Costs in line with scale of regional flexible funds available
- Return on investment evaluation performed for full set of projects

❖ **Active Transportation/Complete Streets target: 75%**

This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users. Examples of project types include, but are not limited to:

- Trails
- Access to transit
- On-street pedestrian and bicycle improvements
- Main Street improvements
- Preparation for federal funding opportunities

Performance target outcomes:

- Triple walk/bike/transit trips
- Reduce vehicle miles travelled
- Increase access to essential destinations by transit, biking and walking
- Reduce fatalities and serious injuries
- Reduce greenhouse gasses and exposure to pollutants
- Reduce household transportation and housing costs

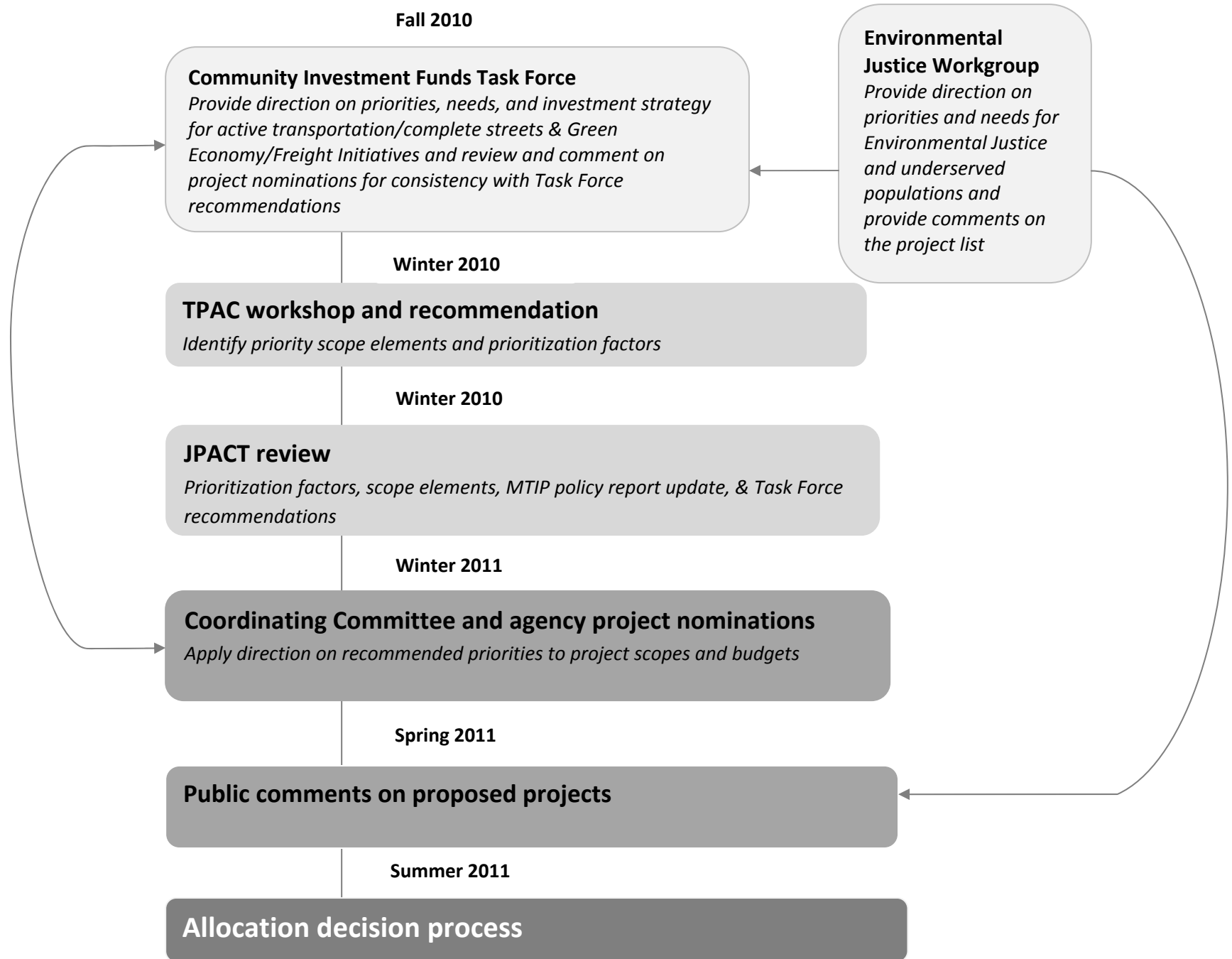
Project prioritization factors to meet outcomes:

Prioritization factors will be developed with the Transportation Policy Alternatives Committee (TPAC) and integrated into the final policy report. Potential prioritization factors may include, but are not limited to:

- Provides a safe, green and efficient travel experience
- Will be used by a high number of people
- Supports growth in 2040 Centers
- Must address Environmental Justice and underserved community needs and impacts
- Has limited alternative sources of funding
- Applies universal design principles
- Return on investment evaluation performed for full set of projects

Collaborative Process

Develop the project proposals for new focus areas through a collaborative process involving impacted stakeholders. A joint task force will be created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors during the stakeholder engagement process.



Materials following this page were distributed at the meeting.



REVISED

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, July 30, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

- | | | | |
|----------|------|--|------------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Robin McArthur, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Robin McArthur, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. | <u>CONSENT AGENDA</u> | Robin McArthur, Chair |
| | * | o Approval of the TPAC Minutes for May 28, 2010 | |
| | * | o Resolution No. 10-4176 , "For the Purpose of Amending the 2008-2011 Metropolitan Transportation Improvement Program to Change the Scope of Work on the Southeast Harmony Road: Highway 224 to 82 nd Avenue Project" – <u>RECOMMENDATION TO JPACT REQUESTED</u> | |
| 9:45 AM | 5. | JPACT Endorsement Letters – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Andy Cotugno |
| | * | o TIGER II Grant Applicants | |
| | * | o HUD Sustainability Grant Application | |
| | | • <i>Purpose</i> : Review letters of support for the Portland metro area TIGER II grant applicants and the HUD grant Declaration of Cooperation. | |
| | | • <i>Outcome</i> : TPAC recommendation to JPACT for approval of letters of support for TIGER II and endorsement of the Declaration of Cooperation. | |
| 10:05 AM | 6. # | East Metro Corridor Work Program, Schedule and Budget – <u>INFORMATION</u> | Tony Mendoza |
| | | • <i>Purpose</i> : Information. | |
| | | • <i>Outcome</i> : Information. | |
| 10:25 AM | 7. # | Southwest Corridor – <u>INFORMATION</u> | Tony Mendoza |
| | | • <i>Purpose</i> : Information. | |
| | | • <i>Outcome</i> : Information. | |
| 10:45 AM | 8. * | Resolution No. 10-4179 , "For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans" | Tony Mendoza |
| | | • <i>Purpose</i> : Recommendation to JPACT, the resolution that allocates federal funding to priority Corridor Refinement Plans, adopted by Resolution No. 10-4119, by JPACT and the Metro Council. | |
| | | • <i>Outcome</i> : Forward recommendation to JPACT to amend the UPWP. | |

Continued on back

- | | | |
|-----------------|---|------------------------------|
| 11 AM | 9. * Resolution No. 10-4177, “For the Purpose of Amendment the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor East Metro Corridor Refinement Plans” | Tony Mendoza |
| | <p>– <u>RECOMMENDATION TO JPACT REQUESTED</u></p> <ul style="list-style-type: none"> • <u>Purpose</u>: Recommendation to JPACT, the resolution that allocates federal funding to priority Corridor Refinement Plans, adopted by Resolution No. 10-4119, by JPACT and the Metro Council. • <u>Outcome</u>: Forward recommendation to JPACT to amend the MTIP | |
| 11:20 AM | 10. * Update on the 2012-15 Regional Flexible Fund Allocation Process | Ted Leybold |
| | <p>– <u>DISCUSSION</u></p> <ul style="list-style-type: none"> • <u>Purpose</u>: An update on the policy framework JPACT adopted at their June meeting. • <u>Outcome</u>: Receive an overview of next steps. | |
| 12 PM | 11. <u>ADJOURN</u> | Robin McArthur, Chair |

- * Material available electronically.
- ** Materials will be distributed at prior to the meeting.
- # Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
 To check on closure or cancellations during inclement weather please call 503-797-1700#.

Upcoming JPACT action items:

- Resolution No. 10-XXX, “2008-2011 MTIP Amendment to Changing the Scope of Work for the Harmony Road: Lake Road to 82nd Avenue Project” (**August 12**)
- Resolution No. 10-4179, “For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans” (**August 12**)
- Resolution No. 10-4177, “For the Purpose of Amendment the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor East Metro Corridor Refinement Plans” (**August 12**)
- HUD Sustainable Communities Grant Endorsement Letter (**August 12**)
- 2010 – 13 Metropolitan Transportation Improvement Program (MTIP) (**September 2010**)

Future TPAC discussion items:

- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor’s *Tracking Transportation Project Outcomes* report



Oregon


Theodore R. Kulongoski, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8531

Date: July 28, 2010

To: Region 1 STIP Stakeholders

From: Jeff Flowers 
Region 1, Program and Funding Services Manager

Subject: 2014-15 STIP Funding, Scoping & Outreach Schedule for Region 1

In May 2010, the Oregon Transportation Commission approved funding statewide funding levels for the 2014-2015 Statewide Transportation Improvement Program (STIP). In June, Region 1 received their funding splits for the various programs as follows:

- Preservation: \$ 21.6 million
- Safety: \$ 18.5 million
- Operations: \$ 9.5 million

Attached you will find Region 1's draft 150%-200% scoping lists for Preservation, Safety and Operations. Each of the projects is generated from ODOT's Pavement Management System (PMS) and the Safety Priority Index System (SPIS). All of the projects are scheduled to be scoped during August and September of 2010 to determine project estimates. Once the projects are scoped, Region will provide updated scoping cost estimates for discussion to fit each program's funding levels

If there are additional potential projects you feel need to be included or wish to combine resources and leverage funds collaboratively, please contact Jeff Flowers at Jeffrey.A.FLOWERS@odot.state.or.us or (503) 731-8235, as soon as possible.

Thank you

ODOT - Region 1 2014-15 List of Potential Preservation Projects

| PROJECT NAME | COUNTY | ROUTE | HWY | BEG MP | END MP | LENGTH | LANE MILES | YEAR LAST PAVED | ADT | 2014-15 FORECAST CONDITION | PRE-SCOPE ESTIMATED TREATMENT | PRE-SCOPE TARGET UNIT COST (X1,000 \$/LM) | PRE-SCOPE TARGET COST |
|--|------------|--------|-----|--------|--------|-----------------|------------|-----------------|--------|----------------------------|---|---|-----------------------|
| District 2A | | | | | | | | | | | | | |
| US26: Wolf Cr. - NW Strassel Rd. | Washington | US026 | 047 | 37.40 | 44.90 | 7.50 | 20.12 | 1993 | 7,000 | LOW FAIR | 2" INLAY (FULL WD) | 200 | \$4,000,000 |
| OR99W: Tualatin River - Sherwood | Washington | OR099W | 081 | 12.20 | 16.67 | 4.47 | 19.21 | 1996 | 35,000 | LOW FAIR | 2" INLAY (TRVL LNS) | 175 | \$3,400,000 |
| US30: Columbia City - Tide Cr. Rd. | Columbia | US030 | 092 | 31.75 | 36.53 | 4.78 | 9.56 | 1995 | 10,000 | POOR | 2" INLAY / 2" OVLY | 250 | \$2,400,000 |
| US30: Wonderly Rd. - Swedetown Rd. | Columbia | US030 | 092 | 50.25 | 60.81 | 9.48 | 23.13 | 1992 | 10,000 | POOR | 2" INLAY / 2" OVLY | 250 | \$5,800,000 |
| | | | | | | 26.2 | 72.0 | | | | | | \$15,600,000 |
| District 2B | | | | | | | | | | | | | |
| OR213: (82nd Ave.) King Rd. - Lake Rd. | Clackamas | OR213 | 068 | 8.20 | 9.90 | 1.70 | 6.80 | 1990 | 32,000 | POOR | 2" INLAY / 2" OVLY | 350 | \$2,400,000 |
| OR99E: Marine Way - NE Columbia Blvd. | Multnomah | OR099E | 081 | -5.73 | -4.01 | 1.72 | 7.11 | 1996 | 15,000 | POOR | 2" INLAY / 2" OVLY | 350 | \$2,500,000 |
| US30: Cornelius Pass Rd. - NW St. Helens Rd. | Multnomah | US030 | 092 | 13.12 | 17.90 | 4.78 | 19.22 | 1995 | 20,000 | LOW FAIR | 2" INLAY (TRVL LNS) | 175 | \$3,400,000 |
| | | | | | | 8.2 | 33.1 | | | | | | \$8,300,000 |
| District 2C | | | | | | | | | | | | | |
| US26: SE Cherryville Dr. - MP 22.49 | Clackamas | US026 | 026 | 22.49 | 31.41 | 8.92 | 40.50 | 2000 | 30,700 | POOR | 2" INLAY (TRVL LNS) curbed sections 2" OVERLAY without curb | 175 | \$7,100,000 |
| US26: E. Cherryville Dr. - Salmon River | Clackamas | US026 | 026 | 32.47 | 37.20 | 4.73 | 18.92 | 1998 | 13,000 | LOW FAIR | 2" OVERLAY | 200 | \$3,800,000 |
| OR35: MP 94.0 - Hood River | Hood River | OR035 | 026 | 94.00 | 101.82 | 7.35 | 19.23 | 1996 | 6,000 | POOR | 2" INLAY (FULL WD) | 250 | \$4,800,000 |
| OR224: Rock Cr. - Deep Cr. | Clackamas | OR224 | 171 | 8.15 | 13.90 | 5.75 | 11.59 | 1985 | 12,000 | POOR | 3" OVERLAY | 250 | \$2,900,000 |
| | | | | | | 26.8 | 90.2 | | | | | | \$18,600,000 |
| | | | | | | District 2A | 72.0 | | | | | | \$15,600,000 |
| | | | | | | District 2B | 33.1 | | | | | | \$8,300,000 |
| | | | | | | District 2C | 90.2 | | | | | | \$18,600,000 |
| | | | | | | | 195.4 | | | | | | \$42,500,000 |
| | | | | | | Lane Mile Goals | 98.0 | | | | | | Target* |
| | | | | | | | | | | | | | \$21,600,000 |

| | |
|-----------------------|---------|
| Dollars per Lane Mile | |
| | 217,000 |
| | 251,000 |
| | 206,000 |
| | 224,667 |

Goal: \$220,000

*List represents approximately 200% of available target funds.

ODOT - Region 1 2014-15 List of Potential Safety Projects

| PROJECT NAME | COUNTY | ROUTE | HWY | Location (Cross Roads, Milepoints) | ADT | Project (Proposed Solution) | SPIS % (year) | Total Crashes (2004-2008) | Fatals 5 years (2004-2008) | Scoping Cost Estimate |
|----------------------------------|------------|-------|------|------------------------------------|--------|---|--|---------------------------|----------------------------|-----------------------|
| OR99W @ SW Fischer Rd | Washington | 99W | 091 | MP 11.80 - 12.01 | 39,800 | Close median opening to north, Install SB left-turn at intersection. Allow U-Turns to the South and North. (see prelim design). Create SB bus pullout south of intersection. | 5% (2010,) 10% (2009, 2008, 2006, 2005) 15% (2007) | 38 | 0 | \$1.0m |
| US30 @ Bennet Rd | Washington | OR30 | 092 | MP 25.7 - 25.89 | 23,400 | Reconfigure Intersection | 5% (2010, 2009, 2008, 2007, 2006, 2005) | 22 | 1 | \$6.0m |
| OR210: OR217 to Cascade Ave | Columbia | OR210 | 0143 | MP 9.03 - 9.60 | 41,000 | Install programmed signal heads. May require new mast arm. Protected left turns for Cascade Ave. | 5% (2010, 2009, 2008, 2007, 2006, 2005) | 96 | 0 | \$1.0m |
| OR8 @ SW 185th Ave | Washington | OR8 | 029 | MP 6.4 - 6.70 | 39,700 | Install Traffic separators on West and East leg of intersection (OR8). Install WB to NB Right Turn Decel-Lane. Supplemental signal heads to improve | 5% (2010, 2009, 2008, 2007, 2006, 2005) | 147 | 0 | \$2.5m |
| OR8 @ SW 192nd Ave | Washington | OR8 | #029 | MP 6.89 - 7.09 | 36,500 | Install raised conc. islands on TV Hwy. | 5% (2010, 2009, 2008, 2007, 2006, 2005) | 40 | 0 | \$0.5m |
| OR8 @ SW 209th Ave | Washington | OR8 | 029 | MP 7.7 - 7.89 | 36,500 | Install raised conc. islands on TV Hwy. Install protected left turns on side streets (SW 209th Ave). Checking w/ Tom Tushner | 5% (2010, 2009, 2008, 2007, 2006) 10% (2005) | 68 | 2 | \$2.0m |
| OR8 @ OR47 (Quince St) | Washington | OR8 | 029 | MP 17.79 - 17.97 | 29,200 | 1. Reduce So. Side intersection turning Radii Install EB - SB right-turn decel lane. Standard WB-NB right turn decel-lane. All Red Signal Phase Move SE Mast arm. | 5% (2010, 2009, 2008, 2007, 2006) 10% (2005) | 41 | 0 | \$2.0m |
| OR47 @ SW Fern Hill / Maple St. | Washington | OR8 | #029 | MP 18.47 - 18.65 | 12,500 | Illumination , ITS intersection Warning signs for side street approaching traffic. | 5% (2010, 2009, 2008, 2007, 2006) 20% (2005) | 41 | 2 | \$0.5m |
| OR10 @ SW 103rd / SW Western Ave | Washington | OR10 | 040 | MP 1.40 - 1.58 | 31,800 | Install traffic separators, improve ped crossing and square up intersection (See Prelim Design) | 5% (2010, 2009, 2008, 2006, 2005) 10% (2007) | 108 | 0 | \$1.0m |
| | Washington | | | | | | | | | 16.5m |

District Totals

| | |
|--------------|---------------------|
| District 2A | \$16,500,000 |
| District 2B | \$4,660,000 |
| District 2c | \$34,540,000 |
| TOTAL | \$55,700,000 |

Target: \$18,500,000

ODOT - Region 1 2014-15 List of Potential Safety Projects

| PROJECT NAME | COUNTY | ROUTE | HWY | Location (Cross Roads, Milepoints) | ADT | Project (Proposed Solution) | SPIS % (year) | Total Crashes (2004-2008) | Fatals 5 years (2004-2008) | Pre Scoping Target Cost |
|---------------------------------------|-----------|-------|------|------------------------------------|--------|---|--|---------------------------|----------------------------|-------------------------|
| OR 213: 82nd Ave Connector/Webster St | Multnomah | OR213 | 068 | MP 0.41 to MP 0.54 | 13,600 | Upgrade Signal, add sidewalk, Intersection improvements with Webster St. Advance Street Name Signing | 2009 Top 10%, 2008 Top 5%, 2007 Top 25% | 16 | 0 | \$0.5m |
| OR 213: 82nd Ave Sandy Blvd | Multnomah | OR213 | 068 | MP 0.85 to MP 1.05 | 13,900 | Advance Signal Heads , Countdown Ped Heads, Intersection Improvements, Advance Street Name Signing | 2009 & 2008 Top 5%, 2007 & 2006 Top 15% | 40 | 0 | \$0.5m |
| OR 213: 82nd Ave SE Duke Street | Multnomah | OR213 | 068 | MP 6.14 to MP 6.34 | 24,400 | Upgrade Signal (Change Signal heads from 8" to 12", install signal backboards), add left turn phasing from Duke, Advance Street Name Signing, Pedestrian improvements. | 2009 - 2005 Top 5% | 48 | 0 | \$1.0m |
| OR 213: 82nd Ave King Rd | Clackamas | OP213 | 068 | MP 8.21 to MP 8.39 | 32,100 | Install Raised Medians, Signal upgrade, left turn phasing from King. | 2009 - 2005 Top 5% | 102 | 0 | \$1.0m |
| OR 213: 82nd Ave Causey Ave | Clackamas | | 68 | MP 8.51 to MP 8.72 | 32,100 | Install Raised Medians and Advance Street Name Signing. | 2009, 2007, 2006 top 5%, 2008 Top 10% | 100 | 0 | \$0.1m |
| OR 213: 82nd Ave Sunnyside Rd | Clackamas | OR213 | 068 | MP 9.04 to MP 9.34 | 30,200 | Install Raised Medians northside w/U-turns allowed | 2009 - 2005 Top 5% | 128 | 0 | \$0.05m |
| OR 99E: Oak Grove Blvd | Clackamas | 99E | 001E | MP 7.78 to MP 7.99 | 35,100 | Install Raised Medians | 2009, 2007, 2006 top 5%, 2008 Top 10% | 65 | 0 | \$0.05m |
| OR 99E: Vineyard Rd | Clackamas | 99E | 001E | MP 8.64 to MP 8.84 | 34,400 | 3 options to consider. 1. Install Raised Median north of Vineyard, 2. Install new signal if warranted 3. Consider finding another location for ped crossing to remove the conflict between turning vehicles and the ped refuge. | 2009 - 2007 Top 5%, 2006 Top 15% | 37 | 2 | \$1.0m |
| OR 99E: Roethe Road | Clackamas | 99E | 001E | MP 9.11 to MP 9.33 | 34,400 | Install Raised Medians. | 2009 Top 5%, 2008 - 2006 Top 20%, 2005 Top 10% | 54 | 0 | \$0.01m |
| OR 212: 135th Ave | Clackamas | OR212 | 171 | MP 7.12 to MP 7.34 | 35,200 | Signal upgrade with left turn phasing. | 2009 Top 5%, 2008, 2006, | 65 | 0 | \$0.5m |
| | | | | | | | | | | \$4.66m |

ODOT - Region 1 2014-15 List of Potential Safety Projects

| PROJECT NAME | COUNTY | ROUTE | HWY | Location (Cross Roads, Milepoints) | ADT | Project (Proposed Solution) | SPIS % (year) | Total Crashes (2004-2008) | Fatals 5 years (2004-2008) | Pre-Scoping Target Cost |
|---|------------|-------|-----|------------------------------------|--------|--|---------------------------|---------------------------|----------------------------|-------------------------|
| US26: Mt Hood Hwy at Jarl Rd | Clackamas | US26 | 026 | MP 22.05 – MP 22.27 | 28,800 | Install Signal Ahead signing for WB traffic, improve delineation for a rural high-speed traffic signal. | top 5% (2009, 2008, 2007) | 30 | 6 | \$0.04m |
| US26: Mt Hood Hwy at Ruben Lane | Clackamas | US26 | 026 | MP 23.31 – MP 23.51 | 32,000 | Access management, install traffic separator, install reflective pavement markers around pedestrian island. | top 5% (2009) | 28 | 4 | \$5.5m |
| US26: Mt Hood Hwy at Curve west of Camp Creek Campground Rd | Clackamas | US26 | 026 | MP 46.94 – MP 47.11 | 8,500 | Upgrade and install chevrons, add delineations on guardrail, rumble strips, improve horizontal alignment. | top 5% (2009) | 5 | 0 | \$1.0m |
| OR35: Mt Hood Hwy at Sahalie Falls Loop | Clackamas | US26 | 026 | MP 64.90 – MP 65.08 | 1,300 | Install left-turn lane channelization for northbound traffic. | top 5% (2009) | 6 | 0 | \$1.5m |
| OR211: Woodburn-Estacada Hwy at S. Leroy Ave. | Clackamas | OR211 | 161 | MP 12.11 – MP 12.25 | 9,300 | Construct a full standard 3 lane section with two way left turn lanes, full shoulders, access management. | top 5% (2009) | 6 | 0 | \$4.0m |
| OR211: Woodburn-Estacada Hwy at S. Vaughn Rd | Clackamas | OR211 | 161 | MP 14.11 – MP 14.30 | 6,200 | Fix horizontal and vertical alignment problems; widen shoulders; channelization for left turn lane. | top 5% (2009, 2008) | 9 | 0 | \$3.0m |
| OR224: Clackamas Hwy at Springwater Rd (Carver) | Clackamas | OR224 | 171 | MP 9.20 – MP 9.36 | 16,600 | Options to consider. 1. Install WB left turn channelization, 2. add EB right turn lane, 3. Improve vertical alignment, 4. install single lane roundabout, 5. Signal if warranted. | top 5% (2009) | 18 | 2 | \$4.0m (#1 & #2) |
| OR224: Clackamas Hwy at 197th Avenue | Clackamas | OR224 | 171 | MP 11.53 – MP 11.69 | 10,600 | Option 1. Improve horizontal curve, widen east side of highway; Option 2. install edge line rumble strips, improve advanced intersection signing. | top 5% (2009, 2008) | 13 | 2 | \$5.0m (#1) |
| OR224: Clackamas Hwy at SE 232nd Dr | Clackamas | OR224 | 171 | MP 13.69 - MP 13.86 | 9,400 | Channelize mainline; Need EB left turn lane and WB right turn lane. Improve sight distance. Improve vertical curve west of intersection. | top 5% (2009, 2008) | 19 | 3 | \$3.0m |
| OR212: Clackamas-Boring Hwy at Sunnyside Rd / Foster Rd | Clackamas | OR212 | 174 | MP 2.40 - MP 2.66 | 19,330 | Upgrade highway to full 5 lane section with two way left turn lane, full shoulders, channelization, bike and pedestrian facilities. Access Control, bring SE Sunnyside Road east to SE Foster Road along the alignment of SE Damascus Lane (north of OR212) remove its connection to Clackamas Highway (OR-212). | top 5% (2009) | 62 | 2 | \$8.0m |
| OR212: Clackamas-Boring Hwy at Connection to Mt Hood Hwy (US26) | Clackamas | OR212 | 174 | MP 8.52 - MP 8.62 | 10,300 | Improve intersection signing for OR212 and US26, Striping changes. | top 10% (2007) | 11 | 0 | \$1.0m |
| OR281: Hood River Hwy at Portland Drive | Hood River | OR281 | 281 | MP 4.12 - MP 4.23 | 7,000 | Option 1. Improve advance signing, improve delineation. Channelize for right-turn SB, install left-turn NB. Option 2. Flatten vertical curve to improve sight distance. | top 5% (2008) | 8 | 0 | 3.5m (#2) |
| | | | | | | | | | | 34.54m |

ODOT-Region 1 2014-2015 List of Potential Operations Projects

| Project Type | Dollar Amount | Description |
|---------------------|----------------------|--|
| Signals | \$ 1,800,000 | Address signal upgrades in various locations throughout the Region |
| ITS | \$ 4,500,000 | Build various ITS projects throughout the Region consistent with Region 1 Intelligent Transportation System Plan |
| Illumination | \$ 1,300,000 | Repair and/or upgrade illumination throughout the Region |
| Rockfall | \$ 1,700,000 | Address slide and/or rockfall mitigation needed throughout the Region |

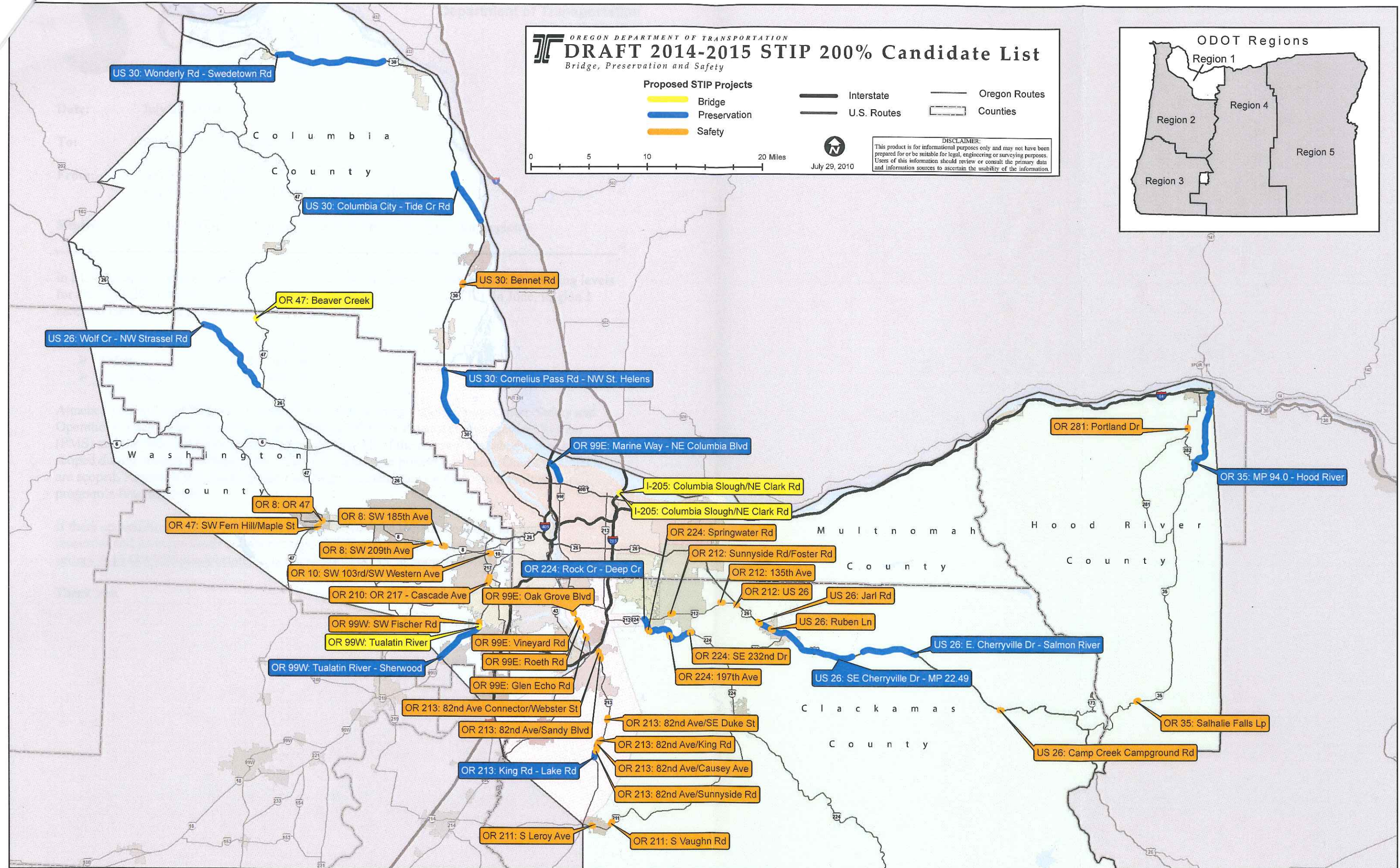
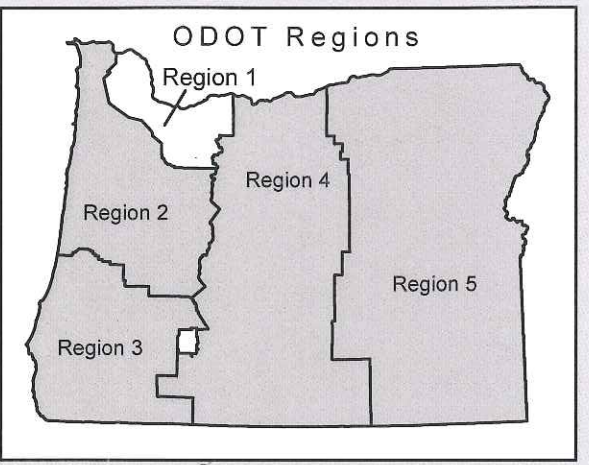
** Operations programmatic splits are based on the same percentage splits as 2012-2013 STIP update.

OREGON DEPARTMENT OF TRANSPORTATION
DRAFT 2014-2015 STIP 200% Candidate List
Bridge, Preservation and Safety

- Proposed STIP Projects**
- Bridge
 - Preservation
 - Safety
- Interstate
 U.S. Routes
 Oregon Routes
 Counties

0 5 10 20 Miles
 July 29, 2010

DISCLAIMER:
 This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



BEFORE THE METRO COUNCIL

| | | |
|--|---|---|
| FOR THE PURPOSE OF AMENDING THE 2008- |) | RESOLUTION NO. 10-4176 |
| 11 METROPOLITAN TRANSPORTATION |) | |
| IMPROVEMENT PROGRAM (MTIP) TO |) | Introduced by Councilor Carlotta Collette |
| CHANGE THE SCOPE OF WORK ON THE |) | |
| SOUTHEAST HARMONY ROAD: HIGHWAY |) | |
| 224 TO 82 ND AVENUE PROJECT |) | |

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to or significantly change the scope to existing projects in the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the JPACT and Metro Council awarded \$1.5 million of funding authority to Clackamas County to perform preliminary engineering for the widening and modernization of SE Harmony Road between Highway 224 and 82nd Avenue to five vehicle lanes and to separate the at-grade road crossing of the Union Pacific railroad; and

WHEREAS, the awarding of these funds is adopted in the 2008-11 MTIP as Programming Table 4.1.2; and

WHEREAS, the total cost of the originally proposed project scope is more than is forecasted to be available to the project through local sources or the Regional Flexible Fund allocation process;

WHEREAS, Clackamas County has proposed that system management and sidewalk improvements would better serve the land use context, meet the priority capacity needs of SE Harmony Road, and reflect the best use of limited transportation funding than spending on preliminary engineering for the original project; and

WHEREAS, Section 1.7 of the 2008-2011 MTIP states that the MTIP shall be amended by Metro/JPACT Resolution where an adjustment will significantly change the project scope, whose definition includes “the deletion of a modal element described in the original project”; and

WHEREAS, the proposed change in the Harmony Road project meets the definition of a significant change in project scope as it eliminates funding the engineering of a modal element (new motor vehicle lanes) in favor of construction of Intelligent Transportation Systems (ITS) and other elements that improve capacity; now, therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the Programming Table, Section 4.1.2, of the 2008-11 Metropolitan Transportation Improvement Program to change the scope of work of the SE Harmony Road project as provided in Exhibit A to this resolution.

ADOPTED by the Metro Council this ____ day of August 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-4167

2008-11 Metropolitan Transportation Improvement Plan Table 4.1.1 amendment

Existing Programming

| Sponsor | ODOT Key No. | Project Name | Project Description | Funding Source | Project Phase | 2010 | 2011 | 2012 |
|------------------|--------------|---|--|----------------|---------------|------|-------------|------|
| Clackamas County | 15599 | Harmony Road: 82 nd Ave to Highway 224 | Engineering for widening roadway to 5 lanes, overcrossing of freight/Amtrak rail line. | STP | PE | | \$1,500,000 | |

Amended Programming

| Sponsor | ODOT Key No. | Project Name | Project Description | Funding Source | Project Phase | 2010 | 2011 | 2012 |
|------------------|--------------|---|--|----------------|---------------|-----------|----------|-------------|
| Clackamas County | | Harmony Road: Linwood Avenue to 82 nd Avenue | Intelligent signal work, sidewalks and illumination. | STP | PE | \$222,530 | | |
| | | | | | ROW/Utilities | | \$90,627 | |
| | | | | | Construction | | | \$1,186,842 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4176, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CHANGE THE SCOPE OF WORK ON THE SOUTHEAST HARMONY ROAD: HIGHWAY 224 TO 82ND AVENUE PROJECT

Date: August 19, 2010

Prepared by: Ted Leybold

BACKGROUND

Clackamas County was awarded regional flexible funding authority in 2007 for the purpose of conducting preliminary engineering of a potential project to widen and modernize SE Harmony Road between Highway 224 and 82nd Avenue, including a potential grade separation of the road from the Union Pacific railroad.

During the initial Environmental Impact Statement analysis, several alternatives were reviewed. Retaining Harmony Road as a three lane facility was strongly supported by the neighborhood, supported the context of the existing land uses and also met the needs of the surrounding area. The total cost of engineering, right of way acquisition, utilities and construction of this original project scope is more than is forecasted to be available to the project through local sources or the Regional Flexible Fund allocation process. The County proposes that system management and sidewalk improvements would better serve the land use context, meet the priority capacity needs of SE Harmony Road, and reflect the best use of limited transportation funding than spending the funds on preliminary engineering for the original project. Redefining the project scope would result in actual construction of improvements and relieve the County of potentially having to repay federal funds spent on engineering if the subsequent construction could not occur due to funding constraints.

Rather than engineer additional general capacity lanes on Harmony Road, the revised project would construct Intelligent Transportation System improvements at Harmony Road's intersections with Fuller, the North Clackamas Park District driveway and Linwood Avenue and will include fiber optic communication that will connect to the existing Clackamas County/ODOT fiber optics communication ring at 82nd Avenue/Harmony Road/Sunnyside Road to reduce vehicle delay. It would also construct sidewalk on the north side of Sunnyside Road from the Clackamas Town Center to 82nd Avenue, on the south side of Harmony Road from Clackamas Community College to 82nd Avenue, on the west side of 82nd Avenue from the Toys 'R' Us property to the intersection with Sunnybrook Boulevard and a completed multiuse path connection from the Clackamas Town Center to 82nd Avenue. The project would also construct continuous illumination along Harmony Road from 82nd Avenue to Linwood Avenue.

Clackamas County seeks JPACT and Metro Council approval to revise the scope of this project as described. The proposed change in the mix of modal elements included in the project warrants a resolution per section 1.7 in the 2008-11 MTIP.

ANALYSIS/INFORMATION

1. Known Opposition None known at this time.

2. **Legal Antecedents** Section 1.7 of the 2008-2011 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) (“2008-11 MTIP”). MTIP provides that it may be amended by Metro/JPACT Resolution where an adjustment will significantly change a project scope, defined as “the deletion of a modal element described in the original project scope . . . or if . . .the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process;” Proposed resolution will amend the Programming Table 4.1.2 of the 2008-11 MTIP. Changes scope of project originally awarded funding authority by Resolution 07-3773 on March 15, 2007 (For the purpose of allocating \$64 Million of Transportation Priorities funding for the years 2010 and 2011, pending air quality conformity determination).
3. **Anticipated Effects** Adoption of this resolution will allow Clackamas County to proceed with adding system management and pedestrian improvements on SE Harmony Road between Highway 224 and 82nd Avenue.
4. **Budget Impacts** No Metro funds are obligated by this agreement.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4176.



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – Gresham Industrial Access Improvement Project

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the *Gresham Industrial Access Improvement Project* grant proposal under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Gresham Industrial Access Improvement Project* will provide the first phase of improvements to US 26 and collector connections that are necessary to provide access to the Springwater Industrial Area. The Springwater Area was brought into the Portland Metro area's urban growth boundary in 2002 to fill the need for industrial land and to create more family-wage jobs to balance the residential growth in East Multnomah County. Future industrial development, along with commercial and residential land to create a sense of community, will increase traffic volumes at an already underperforming intersection. This action will provide important safety benefits at this intersection and provide crucial connections to spur development.

The *Gresham Industrial Access Improvement Project* is a vital connection for the region. The project will not only help stimulate future development, it will also support the outcomes called for in the region's Regional Transportation Plan. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair

TIGER II Grant Troutdale Reynolds Industrial Park



Freight mobility and community livability strategies for East Multnomah County

The Port of Portland and the City of Troutdale are partnering to apply for a \$10 million grant from the U.S. Department of Transportation to construct vital infrastructure within the Troutdale Reynolds Industrial Park to serve the economic and community interests of the region.

TIGER II Grant Opportunity

In December 2009, President Obama signed the FY 2010 Appropriations Act, which appropriated \$600 million to the USDOT for National Infrastructure Investments. The program is very similar to the TIGER Discretionary Grants program (DOT is referring to the new grants "TIGER II"). Funds for TIGER II will be awarded on a competitive basis. Grants may be no less than \$10 million and no more than \$200 million. Local matching funds must support 20 percent or more of the costs of the project.

Troutdale Reynolds Industrial Park

The Troutdale Reynolds Industrial Park (TRIP) is one of the largest parcels of zoned industrial property in the Portland metropolitan area. The site includes 366 acres for industrial activities, with the remainder reserved as open space. It boasts key connections to two interstate highways, both an international and regional airport, and interstate rail lines. In summer 2010, TRIP's first tenant, FedEx Ground, will open the doors to a new 441,000-square-foot freight distribution hub. Built on 78 acres, the facility is projected to employ more than 750 people and be a significant contributor to the local and regional economy. Over \$223 million has already been invested in the property to provide both economic opportunities as well as recreational and habitat restoration.

Grant Project Essentials

The project will complete a critical remaining component in the full development of TRIP. Key grant project elements include:

- Reconstruct 1.5 miles of Graham Road between the I-84 Troutdale Interchange and Sundial Road.
- Construct an extension of Swigert Way between its existing terminus and Graham Road.

- Add bicycle and pedestrian facilities.
- Enhance connections to the 40 Mile Loop Trail.

Grant Project Benefits

- The reconstructed road will be able to handle the heavy truck and vehicle traffic expected at TRIP.
- Traffic flow and freight mobility for area businesses will be made more efficient, reducing transportation costs and emissions.
- Lifecycle road maintenance costs will be reduced.
- New sidewalk and bicycle facilities will foster livability and improve safety.
- Connections to the 40 mile loop trail, a regional bicycle and pedestrian trail, will be enhanced.
- New stormwater systems will improve water quality.

Grant Project Costs and Funding

Expected funding breakdown (based on preliminary cost estimates):

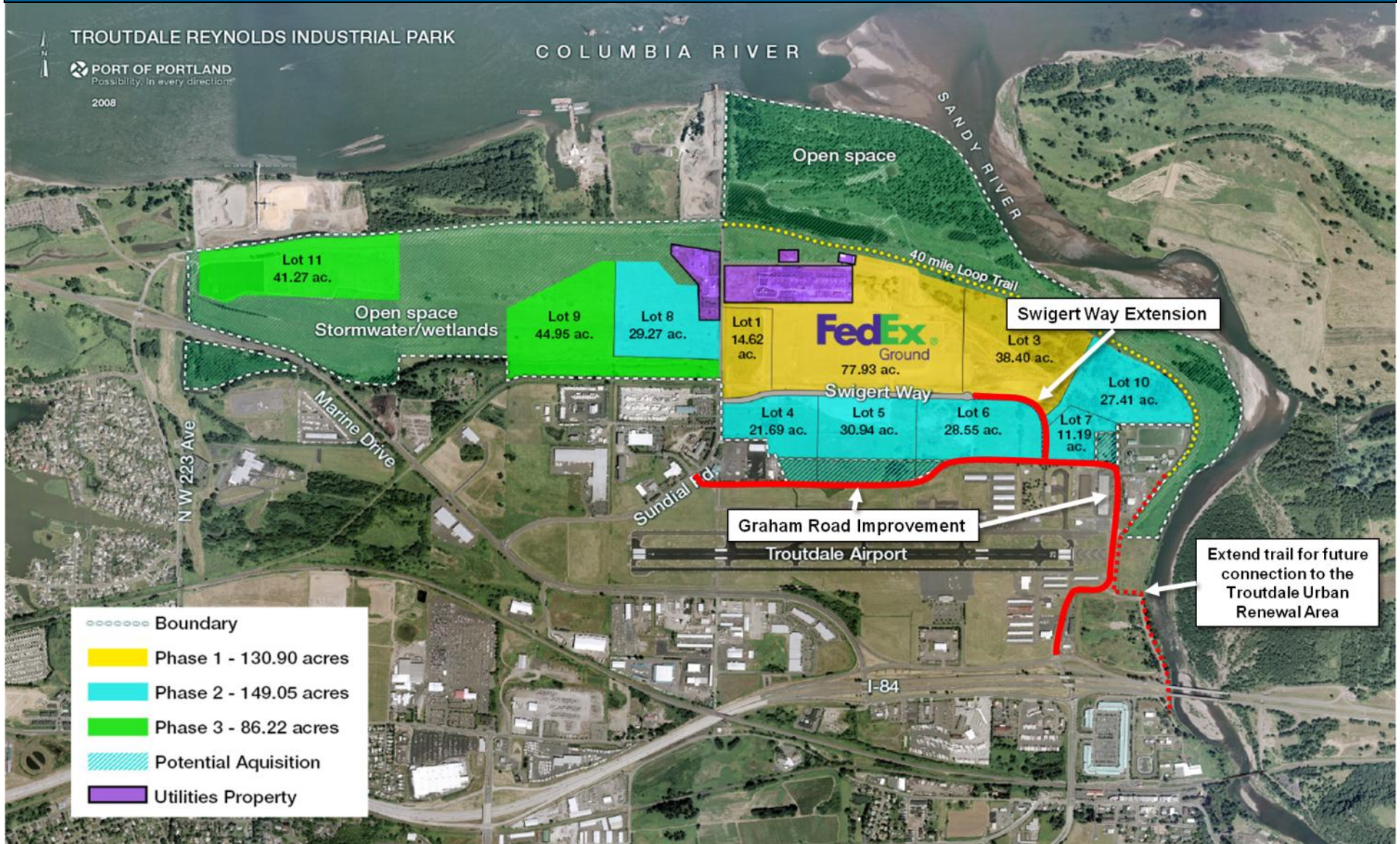
| | |
|--------------------------|----------------|
| • Federal TIGER II Grant | \$10.0 million |
| • Port of Portland | \$3.2 million |
| • City of Troutdale | \$1.1 million |
| • Total Project Cost | \$14.3 million |

Key Grant Dates

- Application Due August 23, 2010
- Grant Award After September 15, 2010



TIGER II Grant – Troutdale Reynolds Industrial Park Development Plan and Grant Project Area



TIGER II Pre-Applications

| Title | Description | Lead Applicant | Type |
|--|---|-------------------------------------|----------|
| 3rd Street Road and Drainage | Upgrade road including sidewalks, lights, bike lanes, drainage | Tillamook County | Capital |
| Bike-able Brookings: College to Port | Create a network of bicycle/pedestrian trails linking to public transportation and the Port | City of Brookings | Capital |
| Sellwood Bridge Replacement | Replace the Sellwood Bridge | Multnomah County | Capital |
| Pier 3 Ship and Barge Dock Upgrade | Upgrade Port of Astoria pier | Port of Astoria | Capital |
| Prineville Junction Intermodal Facility | Create an intermodal freight facility serving the Central Oregon region | City of Prineville Railroad | Capital |
| Sunrise System | Build on Sunrise JTA project by building contributing projects on OR 212, bicycle/pedestrian facilities | Clackamas County | Capital |
| Troutdale Reynolds Industrial Park Access | Reconstruct and extend local roads to provide improved access to industrial property | Port of Portland, City of Troutdale | Capital |
| Coos Bay Rail Line Rehabilitation | Upgrade rail line to allow faster speeds | Port of Coos Bay | Capital |
| Bear Creek Greenway Improvements | Extend and improve the existing Bear Creek Greenway trail | Jackson County | Capital |
| Berg Parkway Overpass | Build bridge over railroad to connect industrial area to OR 99E | City of Canby | Capital |
| Southeast Corridor Project: Connecting Communities | Make a series of local improvements including bike/ped overpasses, paths, roadway improvements | TriMet | Capital |
| Territorial Highway Bicycle Facilities | Plan upgrades to Territorial Highway, including adequate facilities for bicycles | Lane County | Planning |
| Franklin Boulevard Redevelopment Project | Plan upgrades to Franklin Boulevard to foster redevelopment in Glenwood neighborhood | Springfield, Eugene, LTD | Planning |
| South Stage Overcrossing | Extend South Stage Road from west of I-5 to North Phoenix Road | City of Medford | Capital |
| US 26 Industrial Access Improvement Project | Build interchange to provide access from US 26 to Springwater Industrial Area | City of Gresham | Capital |
| Scappoose Park and Ride | Build park and ride facility in Scappoose | Columbia County | Planning |
| I-5 Corridor Transit Support | Purchase vehicles to support expansion of transit service on I-5 corridor | ODOT Public Transit Division | Capital |
| Transit Information Improvement | Improve availability of transit information to public | ODOT Public Transit Division | Capital |
| I-5 Truck Climbing Lanes | Build truck climbing lanes on steep grades in southern Oregon | ODOT Region 3 | Capital |
| US 101 Lincoln City Redevelopment | Improve transportation infrastructure in order to reduce congestion and facilitate redevelopment | ODOT Region 2 | Capital |
| Electric Vehicle Corridor Connectivity | Provide EV fast-charging infrastructure along key corridors | ODOT Innovative Partnerships | Capital |
| I-5 Woodburn Multi-Modal Interchange | Rebuild existing interchange and add park and ride | ODOT Region 2 | Capital |
| Vernonia K-12 School Road Improvements | Widen Bridge St (OR 47) to accommodate required new left turn lane for access to school | City of Vernonia | Capital |
| Bend Central Area Plan Implementation | Complete transportation/land use planning project | City of Bend | Planning |

Summary of Current Federal Grant Applications - July 30,2010

A. Regional Projects

TIGER II Discretionary

DOT - \$600 million for jobs creating transportation or related infrastructure projects. Port, transit or roadway projects. \$10 million minimum.

Pre-Applications July 26, Final Applications August 23

| Regional Projects - JPACT Support Letters | Description | Grant Request | Total Cost | Applicant | Application # | Planning/ Capital | Urban/ Rural |
|---|---|---------------|------------|-------------------------------------|---------------|-------------------|--------------|
| Sellwood Bridge Replacement | Replace the Sellwood Bridge | \$ 40.00 | \$ 330.00 | Multnomah County | Local 3 | Capital | Urban |
| Sunrise System | Build on Sunrise JTA project by building contributing projects on OR 212, bicycle/pedestrian facilities | \$ 39.80 | \$ 239.80 | Clackamas County | Local 6 | Capital | Urban |
| Portland-Milwaukie Transit Catalyst | Make a series of local improvements including bike/ped overpasses, paths, roadway improvements | \$ 13.20 | \$ 45.40 | TriMet | Local 11 | Capital | Urban |
| Troutdale Reynolds Industrial Park Access | Would reconstruct and extend local roads to provide improved access to industrial property | \$ 10.00 | \$ 14.30 | Port of Portland, City of Troutdale | Local 7 | Capital | Urban |
| I-5 Corridor Transit Support | Purchase vehicles to support expansion of transit service on I-5 corridor | \$ 6.70 | \$ 22.60 | ODOT Public Transit Division | ODOT 1 | Capital | Urban |
| Electric Vehicle Corridor Connectivity | Provide EV fast-charging infrastructure along key corridors | \$ 3.50 | \$ 5.00 | ODOT Innovative Partnerships | ODOT 5 | Capital | Rural |

Note: 2,300 pre-applications were received nationwide for TIGER II capital and planning grants

TIGER II Regional Projects TOTAL \$ 113.20 \$ 657.10

TIGER II Planning/HUD Community Challenge

\$40 million HUD and up to \$35 million of Tiger II fund have been pooled for planning projects that meet the six livability factors and increase housing and/or transportation choices. \$3 million maximum.

Pre-applications July 26, Final Applications August 23

| Project | Description | Grant Request | Total Cost | Applicant | Contacts |
|--|--|---------------|------------|----------------------------|---|
| Southwest Corridor | Station area planning and transit pre-development activities | \$ 3.00 | TBD | Metro and City of Portland | Tony Mendoza, Metro Joe Zehnder, Portland |
| Lake Oswego to Portland Transit Corridor | Foothills station area planning and affordable housing | \$ 0.28 | TBD | City of Lake Oswego | Brant Williams, City of Lake Oswego |

TOTAL \$ 3.28 \$ -

FTA Section 5339 Alternatives Analysis

FTA - \$75 million nationwide for transit alternatives analyses, with livability and housing elements

Application submitted July 12

| Project | Description | Grant Request | Total Cost | Applicant | Contacts |
|--------------------|---|---------------|------------|-----------|---------------------|
| Southwest Corridor | Transit alternatives and initiation of NEPA process for the SW Corridor | \$ 2.50 | TBD | Metro | Tony Mendoza, Metro |

HUD/Sustainable Communities

HUD - \$100 million total for system, regional or subregional planning efforts to increase the collaboration between land use plans and housing. Maximum \$3 million

| Project | Description | Grant Request | Total Cost | Applicant | Contacts |
|--|--|---------------|------------|--|--------------------------------------|
| HUD Sustainable Communities Planning Grant | This grant will support the development of an Integrated Housing Equity and Opportunity Strategy, including better integration of investments in housing and other services by locating more services near existing affordable housing and adding affordable housing to where existing services are located, as well as an opening of decision-making processes to those who haven't historically participated | \$ 5.00 | \$ 5.00 | Metro (lead applicant) on behalf of a consortium that includes City of Portland, Portland Housing Bureau, Housing Organizations of Color and Portland Community Reinvestment Initiatives, Inc., Urban League, Oregon Opportunity Network and Coalition for a Livable Future, Washington and Clackamas Housing authorities, Multnomah County, Bienstar (housing CDC), Community Housing Fund, Portland State University, Fair Housing Council of Oregon, City of Beaverton, Clark County, TriMet) | Andy Cotugno, Chris Deffebach, Metro |

B. Other Statewide TIGER II Projects

| Other Statewide Projects | Description | Grant Request | Total Cost | Applicant | Application # | Planning/ Capital | Urban/Rural |
|--|--|---------------|------------|------------------------------------|---------------|-------------------|-------------|
| South Stage Overcrossing | Build overcrossing on South Stage Road | \$ 36.00 | \$ 45.00 | City of Medford | | Capital | Urban |
| I-5 Truck Climbing Lanes | Build truck climbing lanes on steep grades in southern Oregon | \$ 27.00 | \$ 42.60 | ODOT Region 3 | ODOT 3 | Capital | Rural |
| I-5 Woodburn Multi-Modal Interchange | Rebuild existing interchange and add park and ride | \$ 22.00 | \$ 90.00 | ODOT Region 2 | | Capital | Rural |
| Berg Parkway Overpass | Build bridge over railroad to connect industrial area to OR 99E | \$ 18.00 | \$ 18.00 | City of Canby | Local 10 | Capital | Rural |
| Coos Bay Rail Line Rehabilitation | Upgrade rail line to allow faster speeds | \$ 13.50 | \$ 14.50 | Port of Coos Bay | Local 8 | Capital | Rural |
| Bear Creek Greenway Improvements | Extend and improve the existing Bear Creek Greenway trail | \$ 10.00 | \$ 12.50 | Jackson County | Local 9 | Capital | Urban |
| US 101 Lincoln City Redevelopment | Improve transportation infrastructure in order to reduce congestion and facilitate redevelopment | \$ 7.40 | \$ 20.00 | ODOT Region 2 | ODOT 4 | Capital | Rural |
| Prineville Junction Intermodal Facility | Create an intermodal freight facility serving the Central Oregon region | \$ 7.00 | \$ 15.20 | City of Prineville Railroad | Local 5 | Capital | Rural |
| Bike-able Brookings: College to Port | Create a network of bicycle/pedestrian trails linking to public transportation and the Port | \$ 4.30 | \$ 4.80 | City of Brookings, etc. | Local 2 | Capital | Rural |
| Territorial Highway Bicycle Facilities | Plan upgrades to Territorial Highway, including adequate facilities for bicycles | \$ 3.00 | \$ 3.00 | Lane County, ODOT Region 2 | | Planning | Rural |
| Vernonia K-12 School Road Improvements | Widen Bridge St (OR 47) to accommodate required new left turn lane for access to school | \$ 2.90 | \$ 2.90 | City of Vernonia | | Capital | Rural |
| Transit Information Improvement | Improve availability of transit information to public | \$ 2.00 | \$ 2.00 | ODOT Public Transit Division | ODOT 2 | Capital | Urban/Rural |
| 3rd Street Road and Drainage | Upgrade road including sidewalks, lights, bike lanes, drainage | \$ 2.00 | \$ 2.00 | Tillamook County | Local 1 | Capital | Rural |
| Franklin Boulevard: Glenwood Redevelopment | Plan upgrades to Franklin Boulevard to foster redevelopment in Glenwood neighborhood | \$ 1.65 | \$ 2.85 | City of Springfield, ODOT Region 2 | | Planning | Urban |
| Pier 3 Ship and Barge Dock Upgrade | Upgrade Port of Astoria pier | \$ 1.50 | \$ 2.00 | Port of Astoria | Local 4 | Capital | Rural |
| Bend Central Area Plan Implementation | Complete transportation/land use planning project | \$ 0.33 | \$ 0.33 | City of Bend | | Planning | Urban |
| Scappoose Park and Ride | Build park and ride facility in Scappoose | \$ 0.12 | \$ 0.12 | Columbia County | | Planning | Rural |

OTHER TIGER II STATEWIDE TOTAL \$ 158.70 \$ 277.80

TIGER II TOTAL \$ 271.90 \$ 934.90

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 10-4174
CONSORTIUM GRANT APPLICATION TO THE)
US DEPARTMENT OF HOUSING AND URBAN) Introduced by Michael Jordan with the
DEVELOPMENT FOR A SUSTAINABLE) concurrence of Council President Bragdon
COMMUNITIES REGIONAL PLANNING
GRANT PROGRAM

WHEREAS, the US Department of Housing and Urban Development (HUD), the US Department of Transportation and the US Environmental Protection Agency have come together to form the Partnership for Sustainable Communities (The Partnership);

WHEREAS, in support of The Partnership, the US Department of Housing and Urban Development has released a Notice of Funding Availability for a Sustainable Communities Regional Planning Grant Program;

WHEREAS, the intent of the program is to fund the development of a Regional Plan for Sustainable Development or a Detailed Execution Plan and Program for a Regional Plan for Sustainable Development;

WHEREAS, the grant program is available for application by a consortium comprised, at a minimum, of the metropolitan planning organization, the traditional principle city, local governments representing at least 50% of the area’s population and non-profit organization(s), foundation(s) or educational institution(s) that have the capacity to engage diverse populations;

WHEREAS, the Portland metropolitan area has a Regional Plan for Sustainable Development in the form of the 2040 Growth Concept and various state, regional and local implementation instruments which has been successful at addressing land use, transportation and environmental protection and enhancement;

WHEREAS, the Portland metropolitan area has invested in a multi-modal transportation system, particularly in light rail, bus, bike, pedestrian and demand and system management linked to regional and local land use plans and regional and local programs for preserving and enhancing significant natural habitat producing significant benefit for the community;

WHEREAS, the plan is deficient in addressing housing affordability and the benefit to the community is not equitably shared by all members of the community, especially low-income communities and communities of color;

WHEREAS, a consortium has formed to seek a grant from HUD to develop a Housing Equity and Opportunity Strategy as a unique partnership between providers of housing and community-based organizations that represent populations typically underserved that lack adequate access to the decision-making system;

WHEREAS, the Joint Policy Advisory Committee on Transportation at their meeting on _____ in their capacity to act on all matters of the metropolitan planning organization and the Metro Policy Advisory Committee at their meeting on _____ in their capacity under the

Metro Charter to advise on land use matters have recommended support of this grant application; now therefore

BE IT RESOLVED that the Metro Council:

1. Hereby endorses the formation of a consortium to submit an application for HUD funds under the Sustainable Communities Regional Planning Grant Program to develop a Housing Equity and Opportunity Strategy as described in the attached Declaration of Cooperation (Exhibit A);
2. Hereby supports Metro submitting the grant application as lead applicant on behalf of the Consortium.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Housing Equity and Opportunity Strategy for the Portland Metropolitan Region

DECLARATION OF COOPERATION

8/2/10

Our Intent

The Portland metropolitan region has long been a national leader in developing and implementing innovative approaches to land use and transportation planning, responsible resource use and climate protection. After investing decades of work building healthy human and natural communities, our region is widely viewed as one of the most livable places in the country.

Yet we also know that the exceptional quality of life for which our region is known is not equitably shared by all who live here, especially members of low-income communities and communities of color. We cannot succeed as a region unless all of our fellow residents have the opportunity to share equitably in the livability we have worked so hard to create and to live in communities that nourish their potential.

This Declaration of Cooperation signals the formation of a consortium of public and community based stakeholders for the purpose of working together to seek a grant under the US Department of Housing and Urban Development's (HUD) "Sustainable Communities Regional Planning Grant Program" to support development and implementation of a Housing Equity and Opportunity Strategy for the Portland metropolitan region. The basic approach outlined in this Declaration of Cooperation is:

1. To involve local governments, housing authorities, community-based organizations and the private sector in collaboratively developing an integrated regional plan for housing equity and opportunity in the Portland metropolitan region. This will include testing the concepts included in the plan through the development of several pilot projects that model targeted and restorative investment.
2. To link affordable housing investments in the region to available and planned public services and infrastructure, such as employment opportunities, health care, transportation, education, and recreation.
3. To review the adequacy and availability of public services to *existing* market or assisted low-cost housing in the region, and to help local governments evaluate the equity of current public service distribution in the region.

To build on these efforts, additional funding is being sought through HUD's Sustainable Communities Regional Planning Grant Program, which is part of The Partnership for Sustainable Communities established jointly by the US Departments of Housing and Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA).

While this is not a binding legal contract, this Declaration of Cooperation constitutes a statement of the good faith and commitment of the undersigned parties, and represents a public commitment to think and lead in new ways and to work in new partnerships, with equity as a core goal, to develop consensus-based strategies that address the needs of the region as a whole, to strive to identify opportunities and solutions whenever possible, to contribute assistance and support within resource limits as identified in the grant application, and to collaborate with other consortium members in promoting the successful implementation of the agreed-upon strategies. Within 120 days of the award of the grant, the parties to this agreement will need to execute specific contracts to carry out tasks funded through the grant and to refine roles and responsibilities for the conduct of the grant work program.

Intended Outcomes

The development and implementation of a Housing Equity and Opportunity Strategy for the Portland metropolitan region builds on the region's reputation and practice of multi-disciplinary planning, including forty years of integrating environmental protection, land use and transportation, and fits the objectives of HUD's Sustainable Communities Planning Grant Program. This federal grant program provides an opportunity for the region to build on our success in land use and livability policy by creating new partnerships, policies and investments that promote equity and opportunity for all regional residents.

The Housing Equity and Opportunity Strategy will be an implementation plan. It will provide a road map for investment in places, people and processes. The Strategy will include:

- Thorough analysis and understanding about the current status of our region with respect to equity and opportunity utilizing current data and reports of the parties and other community verified sources;
- Implementation strategies that cross fields and sectors and provide integrated approaches to investment to insure that we achieve positive triple bottom line results (Equity, Economy, Environment);
- Development of opportunity maps to guide strategies and inform investments;
- Development of a tool to assess the equity impact of investments;
- Investment in effective individual, organizational and community capacity to promote democratic ideals and civic engagement in the creation of communities of opportunity; and
- Strategies to evaluate outcomes resulting from policies and investments across income, race/ethnicity and geography, and systems to track progress towards goals over time and inform future decision-making.

The Consortium's grant application is intended to result in five basic outcomes:

- **Housing Equity and Opportunity Strategy** – With the leadership of regional housing development partners, including community-based organizations, housing authorities, local government public service and infrastructure providers, and the private sector, this grant will develop a strategic plan to coordinate and integrate equitable access to

affordable housing, jobs and workforce training, high-quality public transportation and other critical public services and facilities for the Metro region. This regional plan will *not* diminish or take away any vested authority of local jurisdictions or non-profit organizations, but will guide local decisions through a regional plan that has been collaboratively developed.

- **Linkage, leverage and integration** – This Housing Equity and Opportunity Strategy will create linkage between federal, state, regional, local non-profit and private investments in housing, transportation, education, and other service planning in order to promote greater equity and opportunity for all regional residents. In so doing, it will also provide opportunities to leverage public investments in affordable housing with other public investments in the region. The results of the Housing Equity and Opportunity Strategy will provide input to various implementation programs throughout the region, including development of Metro’s Community Investment Strategy (an over-arching effort to implement the region’s long-term vision and achieve regionally agreed-upon outcomes through a broad range of investments).
- **An on-going governance structure** – While this consortium of regional partners is initially designed to *develop* the Housing Equity and Opportunity Strategy, the intent is to have the consortium develop a governance structure to oversee the implementation of regional housing and equity measures on an on-going basis.
- **Increased capacity of community-based organizations to participate in the consortium** – Many communities are underserved, or their community-based organizations lack the staffing capacity to engage their constituencies and participate effectively in this collaborative effort. Grant funding will be used to involve community based organizations (as well as local governments) in specific tasks and decision-making related to the regional housing strategy with the objective of having increased capacity and capability to engage in decision-making beyond the duration of the grant.
- **A framework for monitoring and measuring performance over time** – The consortium will develop and implement indicators to track progress and guide future implementation actions and will integrate with the Regional Indicators project at Portland State University.

Governance

- A Steering Committee, consisting of the signers of this document, will provide a forum for decision-making on all policy matters involved in implementation of the grant and development of the regional Housing Equity and Opportunity Strategy. The Steering Committee shall determine the consortium’s policy direction and establish procedures for allocating resources and grant funds. Membership in the Consortium and Steering Committee will expand upon receipt of the grant to include organizations representative of the full diversity of the region and to include additional local governments, the private

sector and service providers such as workforce training, education, health care providers, climate policy, arts & culture, etc.

- A Budget Committee will be established consisting of a representative group of fiscal officers of the Steering Committee organizations. It shall ensure all federal, state, and local budget, accounting and finance rules are followed and oversee disbursement of funds, including paying of consultants, pursuant to the Cooperative Agreement and in accordance with Steering Committee’s decision regarding allocation of resources and grant funds.
- A Technical Advisory Committee will oversee technical work related to the plan and make recommendations, as assigned by the Steering Committee. The Technical Advisory Committee will ensure integration with PSU’s Community Data Commons and the Regional Indicators Project.
- An Outreach Advisory Committee will oversee and coordinate outreach to stakeholders and the public.
- Facilitation and staff support for the Consortium and Steering Committee meetings shall be provided by the National Policy Consensus Center. Additional support will be provided by staff of consortium members.
- The Steering Committee will operate on a consensus-seeking basis. Members of the consortium agree to work with each other in a collaborative manner that develops trust and brings forward interests to be addressed in a supportive manner.
- The “Lead Applicant” of the Consortium will be Metro, with the following authority and responsibilities:
 - Authority to act as the Consortium’s representative when dealing with HUD on behalf of all members of the Consortium;
 - Responsibility for submitting the Grant Application and executing a Cooperative Grant Agreement if awarded;
 - Fiscal and administrative responsibility for the Grant on behalf of the Consortium.

Declaration of Cooperation

We, the undersigned government organizations, agree to join this Consortium to seek a HUD grant in our capacity as a public entity responsible for setting policy and funding and implementing infrastructure, programs and services intended to equitably benefit the public.

Metro

City of Portland

David Bragdon, Council President

Sam Adams, Mayor

Multnomah County

Jeff Cogen, Chair

Clackamas Co. and Clackamas Co.
Housing Authority

Lynn Peterson, Chair

Housing Authority of Portland

Steve Rudman, Executive Director

Oregon Housing and Community Services

Victor Merced, Director

City of Vancouver

Patrick McDonnell, City Manager

Washington Co. and Washington Co.
Housing Authority

Tom Brian, Chair

City of Beaverton
(as a direct CDBG recipient)

Denny Doyle, Mayor

TriMet

Neil McFarlane, General Manager

Portland State University

Wim Wiewel, President

Vancouver Housing Authority

Roy Johnson, Executive Director

We, the undersigned non-government organizations, agree to join this consortium in our capacity as providers of housing and other services to people and communities, and who have needs for services that equitably enhance their access to opportunity, and that are typically underrepresented in public decision-making.

Fair Housing Council of Oregon

Urban League of Portland

Moloy Goode, Executive Director

Marcus Mundy, President and CEO

Housing Organizations of Color Coalition

Coalition for a Livable Future

Maxine Fitzpatrick, Chair

Jill Fuglister, Co-Executive Director

Community Housing Fund

Oregon Opportunity Network

Ramsay Weit, Executive Director

Cathey Briggs, Executive Director

Bienestar

Karen Shawcross, Executive Director

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4174 FOR THE PURPOSE OF ENDORING A CONSORTIUM GRANT APPLICATION TO THE US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR A SUSTAINABLE COMMUNITIES PLANNING GRANT PROGRAM

Date: July 28, 2010

Prepared by: Andy Cotugno, xt. 1763

BACKGROUND

On June 24, 2010 the Department of Housing and Urban Development (HUD) released a Notice of Funding Availability (NOFA) for a Sustainable Communities Planning Grant Program. Under this program, applications can be submitted to develop a Regional Plan for Sustainable Development or, in regions that already have one, a Detailed Execution Plan and Program. For the Portland region, it is proposed that we seek such a grant in the maximum allowable amount of \$5 million to develop a Housing Equity and Opportunity Strategy.

The NOFA provides that an applicant is only eligible if submitted by a consortium comprised of at least the metropolitan planning organization, the principle central city, local governments that comprise at least 50% of the population of the region and non-government organizations that can provide connections to diverse communities, especially low income and communities of color. Based upon this requirement, it is recommended that Metro join with a broader consortium comprised of the following:

Government Organizations

- Metro
- City of Portland
- City of Beaverton
- Multnomah County
- Clackamas County
- Washington County
- City of Vancouver
- Vancouver Housing Authority
- Housing Authority of Portland
- Washington County Housing Authority
- Clackamas County Housing Authority
- TriMet
- Oregon Housing and Community Services
- Portland State University

Non-Government Organizations

- Fair Housing Council of Oregon
- Urban League
- Housing Organization of Color Coalition
- Coalition for a Livable Future
- Community Housing Fund
- Oregon Opportunity Network
- Bienestar Housing

In addition, the Declaration of Cooperation, a memorandum of understanding that the consortium members will sign, recognizes the intent to expand membership to fully represent the region, including further representation from cities and other government and non-government services providers such as schools, work force training, public health, etc. Consistent with the NOFA, Metro is designated the “lead applicant” to apply on behalf of the Consortium.

Endorsement of Resolution No. 10-4174 would support Metro's execution of the Declaration of Cooperation forming the consortium and establishing the major products and outcomes being sought through the grant work program, the approach to carrying out the work on a multi-agency basis (both government and non-government) and the initial framework for a decision-making structure.

The key focus of the grant proposal is development of an Integrated Housing Equity and Opportunity Strategy. Through this, the region aims to develop a guiding document to address the following:

- 1) Aligning investments to achieve the vision
- 2) Affirmatively connecting people to opportunities in housing, transportation, education
- 3) Opening decision making processes to those that haven't historically participated
- 4) Providing incentives and tools to encourage new ways of doing things
- 5) Measuring and evaluating our results on an ongoing basis

To develop this strategy, the grant would enable the region to undertake the following activities:

- 1) Collect and analyze data, including community based information
- 2) Develop, adopt and implement policy and investment strategies
- 3) Develop government and community based capacity to do things in new ways
- 4) Develop and implement new governance models
- 5) Communicate in new and transformative ways

This Declaration of Cooperation is an initial step in the process. Upon grant award, a more detailed agreement specifying membership and decision-making will need to be executed within 120-days.

ANALYSIS/INFORMATION

1. **Known Opposition:** Opposition has not been identified at this point in time. However, this work program involves organizations working together in new collaborative ways. As such, there is concern about how the work will be carried out.
2. **Legal Antecedents:** This is a planning grant opportunity provided through the US Department of Housing and Urban Development. Inclusion of Metro satisfies their minimum requirement that the MPO be one of the consortium members. The other memberships exceed the HUD minimum.
3. **Anticipated Effects:** The Declaration of Cooperation to form the Consortium is a mandatory element of the HUD grant application. The HUD NOFA is discretionary and grant awards are expected this fall. Upon successful receipt of a grant award, a final cooperative agreement will need to be executed establishing membership, governance, outcomes and roles and responsibilities.
4. **Budget Impacts:** If a grant is awarded, the Metro Budget will need to be amended to incorporate the revenues and authorize the expenditures. Expenditure categories will include personnel and contractual. In addition, elements of Metro's current budget on work program activities related to the grant products will be counted as in-kind match for the grant (in-kind contributions will also be provided by other members of the Consortium).

RECOMMENDED ACTION

Adoption of Resolution No. 10-4174 by the Metro Council is recommended.

East Metro Connections Plan DRAFT Work Plan Summary (REVISED July 27, 2010 for discussion at TPAC July 30, 2010)

PROJECT GOALS

- Enhance the livability of East Metro communities
- Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area
- Foster economic development through accommodating freight, goods movement and other commercial vehicle trips and distributing them appropriately
- Develop multiple, multi-modal solutions that distribute both benefits and burdens of growth and minimize environmental impacts
- Make the best use out of the existing system through innovative technology, urban and street design, or other means
- Support the local land use vision as planned by each community


PROJECT OBJECTIVES

- Create a fair, transparent and effective decision-making process that has stakeholder support
- Create criteria to guide development of project alternatives as well as refinement and prioritization of projects
- Examine arterials (E/W and N/S) **while balancing mobility performance with access to neighborhoods and communities** within the Plan area, as well as to the north, south and west
- Identify what improvements will be made to any affected corridors, including the designation of a freight route.
- Serve freight and industrial land uses by providing good connection(s) to and within Mobility Corridor #15
- Emphasize affordable solutions.
- Develop a phasing and funding strategy for implementation

PRODUCTS

- Mobility Corridor Plan including recommended projects, and an implementation plan to sequence and build projects with local and regional support
- Updated state, regional and local plans, as required

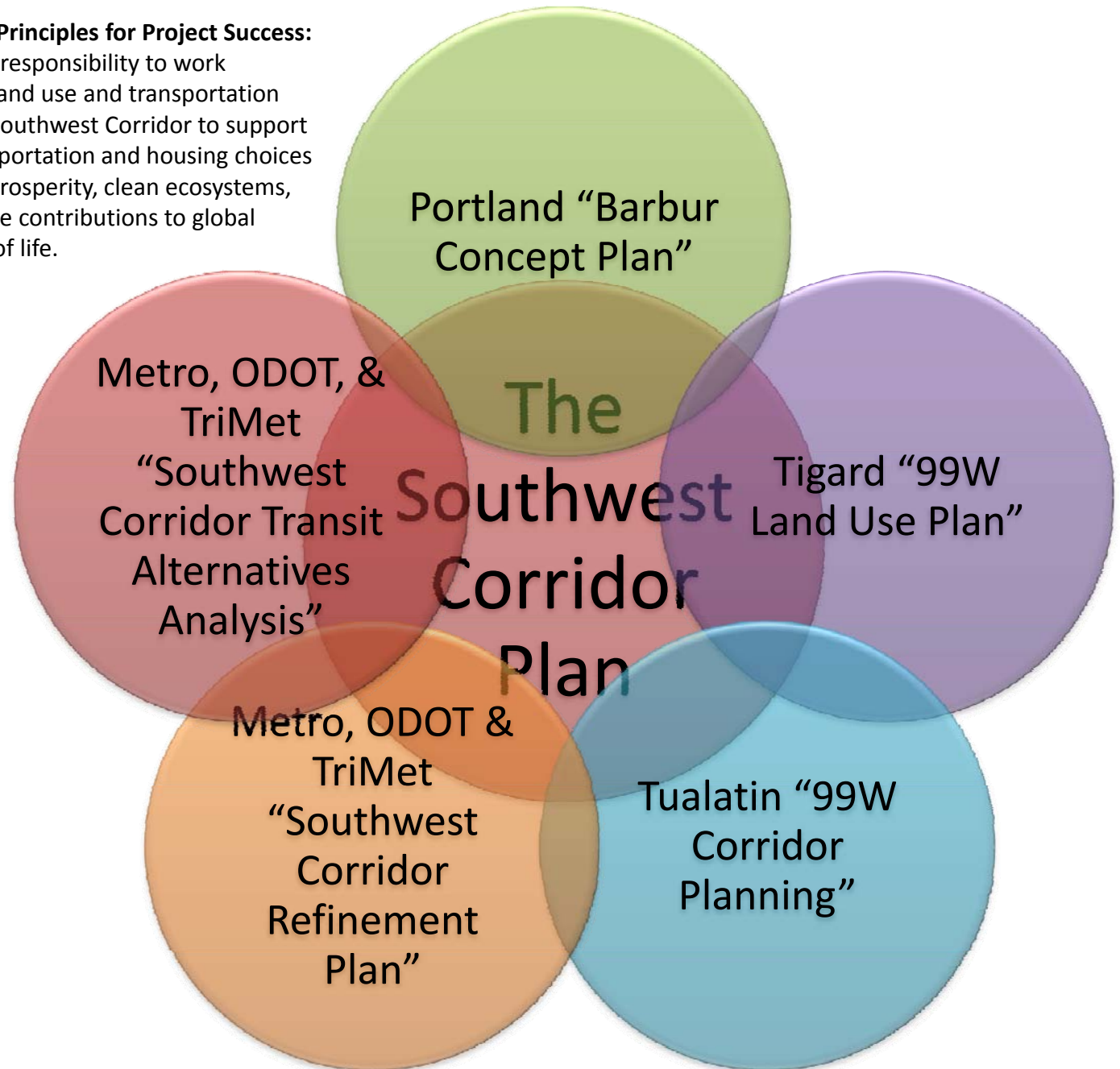
KEY TASKS

| | Task 1: Project Management <i>(July 2010-December 2012)</i> | Tasks 2 & 3: Chartering and Scoping <i>(July - September 2010)</i> | Tasks 7-12: Existing Conditions and Evaluation Framework <i>(October-December 2010)</i> | Tasks 13-16: Scenario Development and Evaluation <i>(January – September 2011)</i> | Tasks 17-20: Scenario Implementation <i>(September - December 2011)</i> |
|---|---|---|---|--|--|
| Technical Work and Policy Development (\$621,305) | <ul style="list-style-type: none"> • Ongoing project management, accountability for tasks and progress • Contract management and project management for technical consultant • Project administration <p align="center">(\$77,030)</p> | <ul style="list-style-type: none"> • Work with agency partners to develop scope, budget, schedule • Develop requests for proposal, issue RFP(s) and conduct consultant solicitation and selection process for identified technical analysis <p align="center">(\$66,035)</p> | <ul style="list-style-type: none"> • Compile existing conditions, including quantitative data and information from previous plans, studies and agreements • Prepare base maps • Prepare existing and future baseline transportation report • Identify and/or highlight existing and future land use conditions, opportunities and constraints • Develop and agree on evaluation framework and analytical methodologies to be used <p align="center">(\$105,600)</p> | <ul style="list-style-type: none"> • Develop and screen initial set of scenarios • Refine evaluation criteria, tools and methodology, as needed • Refine, evaluate and screen scenarios (two rounds) • After second round of screening, select and refine recommended improvements <p align="center">(\$223,520K)</p> | <ul style="list-style-type: none"> • Refine cost estimates, or conceptual design as appropriate • Develop implementation plan, including phasing and funding strategy and triggered action items • Update state, regional and local plans to implement preferred scenario <ul style="list-style-type: none"> ○ Regional Transportation Plan ○ Regional Transportation Functional Plan ○ Local transportation system plans, comprehensive plans and land use regulations <p align="center">(\$97,430)</p> |
| Agency, Stakeholder & Public Engagement (Tasks 4, 5 & 6) (\$115,480) | <p>Note that combined cost of tasks 4, 5 and 6 (interagency, stakeholder and public engagement) are spread equally over four project phases. Tasks and costs could change as a result of chartering.</p>  | <ul style="list-style-type: none"> • Develop process to reach agreement on committee structure, decision-making protocols, roles and responsibilities, staff resource and funding commitments, and reciprocal implementation commitments and expectations • Develop and begin to implement interagency, stakeholder and public engagement plans <p align="center">(\$28,870)</p> | <ul style="list-style-type: none"> • Assess stakeholder goals, issues and needs • Obtain public input and provide plan information to residents • Conduct interagency, stakeholder and public engagement tasks, based on chartering and final scope refinements. <p align="center">(\$28,870)</p> | <ul style="list-style-type: none"> • Conduct interagency, stakeholder and public engagement tasks, based on chartering and final scope refinements. <p align="center">(\$28,870)</p> | <ul style="list-style-type: none"> • Negotiate any needed agreements (land use, plan changes, funding commitments) • Conduct interagency, stakeholder and public engagement tasks, based on chartering and final scope refinements. <p align="center">(\$28,870)</p> |
| Milestone | <ul style="list-style-type: none"> • Effective project management • Progress and budget reporting | <ul style="list-style-type: none"> • Approve project scope, budget, schedule • RFPs, consultant selection and contracting • Develop and sign intergovernmental agreements to conduct plan tasks | <ul style="list-style-type: none"> • Existing and future baseline report • Literature Review • Problem Statement • Refined Plan Goals and Objectives • Evaluation Framework • Analytical Methodologies Tech Memo | <ul style="list-style-type: none"> • Determine mode, function and general location of all facilities in plan area • Identified projects, technical analysis of effects on all modes of transportation, land use, community cohesion, economic development, environment | <ul style="list-style-type: none"> • Adopt implementation plan • Adopt needed interagency agreements • Approve updated Regional Transportation Plan, local transportation systems or comprehensive plans and other plans as necessary • Adopt ODOT facility Plan |
| Initial Cost Estimate*: \$685,095 | \$77,030 | \$89,131 | \$134,470 | \$252,390 | \$126,300 |

* Initial cost estimate is based on preliminary scoping. The project scope and budget may change as task refinement with partners proceeds, and with participation from other potential future partners. Metro will be engaging these potential partners in discussions over the next several weeks.

Southwest Corridor Plan Joint Principles for Project Success:

It is our collective fundamental responsibility to work collaboratively to improve the land use and transportation conditions and mobility in the Southwest Corridor to support vibrant communities with transportation and housing choices that help to sustain economic prosperity, clean ecosystems, and community assets; minimize contributions to global warming; and enhance quality of life.

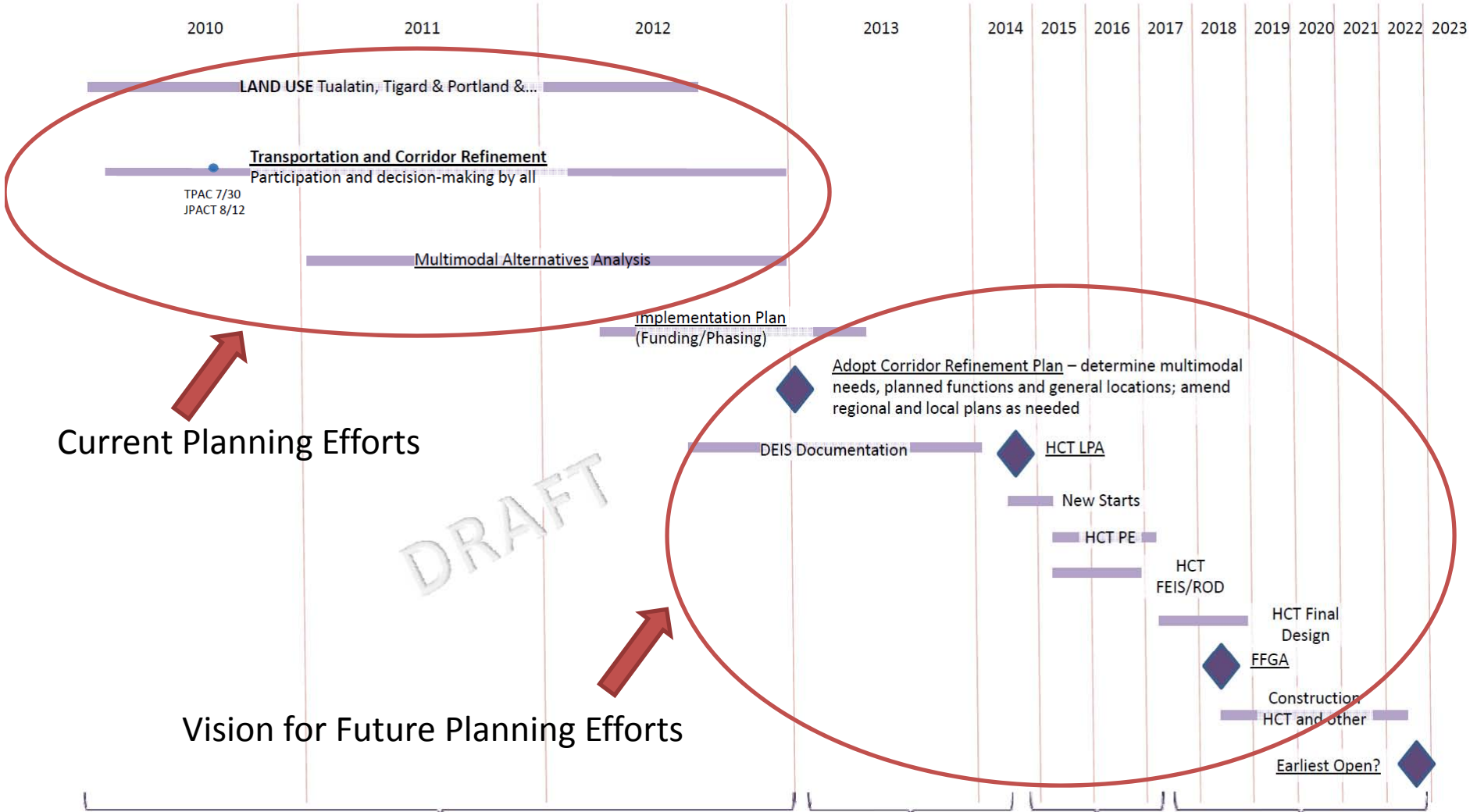


DRAFT

July 28, 2010

Southwest Corridor Plan

Schedule, Scope and Budget Concept (7/9/10)



Current Planning Efforts

Vision for Future Planning Efforts

DRAFT

- Corridor Refinement and Coordinated Components: \$8-10 M
- Land Use Aspirations
 - Corridor Refinement Plan
 - Multimodal Alternatives

- To HCT LPA: \$13-14 M
- Narrow Alternatives
 - Finish DEIS

- To HCT PE Completion: \$60M
- New Starts/ Local/ Regional/ State Funding
 - PE

- Design/Construction: \$???
- Complete Final Design
 - Construction and Start Up

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY) RESOLUTION NO. 10-4179XX
2010 UNIFIED PLANNING WORK PROGRAM)
(UPWP) TO MODIFY FUNDING) Introduced by Councilor XXCollette
ALLOCATIONS FOR SOUTHWEST CORRIDOR)
AND EAST METRO CORRIDOR REFINEMENT)
PLANS)

WHEREAS, the FY 2010-11 Unified Planning Work Program (UPWP) was adopted by the Metro Council on April 15, 2010 by Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM”); the FY 2010-11 UPWP describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010 to be carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities and counties of Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the budget elements of the FY 2010 UPWP is required to receive federal transportation planning funds; and

WHEREAS, although the Southwest Corridor and East Metro Corridor Refinement Plans are included in the work element of the FY 2010 UPWP, in the 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-~~1241A~~1241B (“FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN”) and in the FY 2008-2011 Metropolitan Transportation Improvement Program (“MTIP”) adopted by the Metro Council on August 16, 2007 via Metro Council Resolution No. 07-3825 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN ARE”) the sources and costs for those refinement plans had not yet been identified at the time the UPWP, the RTP, and the MTP were adopted; and

WHEREAS, the funding sources and costs have since been further developed and identified for those two corridor refinement plans; and

WHEREAS, the East Metro Corridor and Southwest Corridor budgets are still developing and this resolution identifies available funds at this time; and

WHEREAS, on August 12, 2010 this resolution was approved by the Joint Policy Advisory Committee on Transportation (“JPACT”) for recommendation to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the FY 2010 UPWP to identify funding amounts and sources allocated through the Metropolitan Transportation Improvement Program (“MTIP”) process to the UPWP’s Southwest Corridor and East

Metro Corridor Refinement Plans as shown in the attached Exhibit A and to modify the FY 2010-11 Unified Planning Work Program Funding Summary as shown in Exhibit B.

ADOPTED by the Metro Council this ~~{insert date}~~12 day of ~~{insert month}~~, August, 2010

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. ~~10-4179XX~~

~~Amended Chart _____, FY 2010 Unified Planning Work Program~~The cost and funding source ~~chart~~charts below replace the charts found on page 57 for ~~the~~ Southwest Corridor and page 60 for East Metro Corridor~~FY 2010 Unified Planning Work Program, adopted on April 15, 2010. This resolution does not alter the Southwest Corridor Refinement Plans~~Plan narrative on page 55-57 and the East Metro narrative on pages 58-60.

Southwest Corridor- Amended Chart on page 57:

Cost and Funding Sources:

| Requirements: | | Resources: | |
|----------------------|-----------------------------------|---|--------------------------------------|
| Personal Services | \$ TBD | <u>STP11 Next Corridor STP (FFY10) 17141</u> | \$ 885,150,74 <u>6</u> |
| | | <u>1-5/99W Tualatin-Sherwood Connector (Concept Plan) 15669</u> | \$ <u>400,000</u> |
| | | <u>I-5/OR 99W Tualatin-Sherwood Connector 13301</u> | \$ <u>300,000</u> |
| Interfund Transfers | \$ TBD | <u>ODOT Support Funds</u> | \$ <u>35,000</u> |
| Materials & Services | \$ TBD | <u>Metro/Local Match</u> | \$ <u>110,400</u> |
| Consultant | | | \$ <u>97,372</u> |
| Miscellaneous | | | |
| Computer | \$ TBD | | |
| TOTAL | \$ <u>983,1181,030,400</u> | TOTAL | \$ <u>983,1181,030,400</u> |

Full-Time Equivalent Staffing

| | |
|-----------------------|------------|
| Regular Full-Time FTE | TBD |
| TOTAL | TBD |

East Metro- Amended Chart on page 60:

Cost and Funding Sources:

| | | | |
|----------------------|--|------------------------|--|
| Requirements: | | Resources: | |
| Personal Services | \$ TBD | <u>STPNext</u> | \$ 611,0 |
| | | <u>Corridor STP</u> | 0047 |
| | | <u>c/o 14564/14565</u> | 0,098 |
| | | | \$ |
| | | <u>11 Next</u> | |
| | | <u>Corridor STP</u> | 150,7 |
| | | <u>(FFY10)15546</u> | 46 |
| Interfund Transfers | \$ TBD | | |
| Materials & Services | \$ TBD | Metro/Local | \$ 73,320 |
| Consultant | | Match | 71,05 |
| Miscellaneous | | | 8 |
| Computer | \$ TBD | | |
| <i>TOTAL</i> | \$ <u>684,3</u> <u>2069</u> <u>1,902</u> | <i>TOTAL</i> | \$ <u>684,3</u> <u>2069</u> <u>1,902</u> |

| | |
|---|------------|
| <u>Full-Time Equivalent Staffing</u> | |
| Regular Full-Time FTE | TBD |
| <i>TOTAL</i> | TBD |

Exhibit B to Resolution No. 10-4179

The table below is the modified FY 2010-11 Unified Planning Work Program Funding Summary that includes the modified funding sources for the Southwest Corridor and East Metro Corridor Refinement Plans.

METRO
Exhibit B: FY 2010-11 Unified Planning Work Program Funding Summary -- AMENDED

07/30/10

| ODOT Key # | 11 PL ODOT ¹ | 11 STP* (FFY 10) Metro | 09 STP* (FFY 08) Metro | STP Household Survey - | 11 ODOT Support Funds | 11 Sec 5303* | 10 Sec 5303* | 11 TriMet Support | FTA Streetcar OR-39-0002 | Next Corridor STP c/o | 11 Next Corridor STP (FFY 10) | I-5/99W Tualatin-Sherwood Connector (Concept Plan) | I-5/OR 99W Tualatin-Sherwood Connector | CMAQ RTO OR95-X010 14441, 14442, 14443 | Other Anticipated Funds | Metro/Local Match | Total |
|--|-------------------------|------------------------|------------------------|------------------------|-----------------------|----------------|----------------|-------------------|--------------------------|-----------------------|-------------------------------|--|--|--|-------------------------|-------------------|-------------------|
| | | 15544 | 14386 | TBD | | | | | 14570 | 14564, 14565 | 15546, 17141 | 15669 | 13301 | | | | |
| METRO | | | | | | | | | | | | | | | | | |
| Transportation Planning | | | | | | | | | | | | | | | | | |
| 1 | 294,931 | 69,808 | 5,389 | - | 77,173 | 200,359 | 60,467 | 58,941 | - | - | - | - | - | - | 73,163 | 73,813 | 914,044 |
| 2 | 17,821 | 90,554 | 16,773 | - | - | 26,950 | 7,244 | - | - | - | - | - | - | - | - | 20,833 | 180,175 |
| 3 | 2,267 | - | - | - | - | 32,607 | 12,000 | 16,792 | - | - | - | - | - | - | - | 11,152 | 74,818 |
| 4 | 144,301 | 9,701 | - | - | 36,230 | - | - | 11,206 | - | - | - | - | - | - | - | 1,110 | 202,548 |
| 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,888,422 | - | 153,104 | 2,041,526 |
| 6 | 357,666 | 96,101 | 4,058 | - | 7,035 | 24,081 | 57,995 | 90,478 | - | - | - | - | - | - | 35,000 | 31,983 | 704,397 |
| 7 | 31,403 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 31,403 |
| 8 | 44,885 | - | - | - | - | - | - | - | - | - | - | - | - | - | 41,113 | - | 85,998 |
| 9 | - | 77,250 | - | - | - | - | - | - | - | - | - | - | - | - | - | 8,842 | 86,092 |
| Research & Modeling | | | | | | | | | | | | | | | | | |
| 1 | 441,582 ² | 122,499 | 2,053 | 350,000 | 3,228 | 31,201 | - | 4,325 | - | - | - | - | - | - | 430,690 | 78,318 | 1,463,898 |
| 2 | 142,678 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 142,678 |
| 3 | - | 31,265 | - | - | 21,369 | - | - | 5,758 | - | - | - | - | - | - | - | 7,609 | 66,001 |
| 4 | 145,972 | 14,509 | - | - | - | 19,336 | 17,443 | - | - | - | - | - | - | - | 201,987 | 129,653 | 528,900 |
| 5 | 32,929 | - | - | - | 15,000 | 68,505 | - | 37,500 | - | - | - | - | - | - | 845,183 | 719,150 | 1,718,267 |
| Administrative Services | | | | | | | | | | | | | | | | | |
| 1 | 534,233 | 447,223 | 105,799 | - | 16,681 | 48,938 | 10,667 | - | - | - | - | - | - | - | 89,150 | 218,796 | 1,471,487 |
| Corridor Planning & Development | | | | | | | | | | | | | | | | | |
| 1 | - | - | - | - | - | - | - | - | 132,914 | - | - | - | - | - | - | 33,229 | 166,143 |
| 2 | - | 22,679 | 5,488 | - | - | - | - | - | - | - | - | - | - | - | - | 3,224 | 31,391 |
| 3 | 74,684 | - | 13,484 | 101,378 | 13,284 | 29,775 | 693 | - | - | - | - | - | - | - | - | 9,160 | 242,458 |
| 4 | - | - | - | - | 35,000 | - | - | - | - | - | 150,746 | 400,000 | 300,000 | - | - | 97,372 | 983,118 |
| 5 | - | - | - | - | - | - | - | - | - | 470,098 | 150,746 | - | - | - | - | 71,058 | 691,902 |
| Metro Subtotal | 2,265,352 | 981,589 | 153,044 | 451,378 | 225,000 | 481,752 | 166,509 | 225,000 | 132,914 | 470,098 | 301,492 | 400,000 | 300,000 | 1,888,422 | 1,716,286 | 1,668,406 | 11,827,244 |
| GRAND TOTAL | 2,265,352 | 981,589 | 153,044 | 451,378 | 225,000 | 481,752 | 166,509 | 225,000 | 132,914 | 470,098 | 301,492 | 400,000 | 300,000 | 1,888,422 | 1,716,286 | 1,668,406 | 11,827,244 |

*Federal funds only, no match included.

¹ PL funds include \$499,441 carryover from FY09.

² In FY 2008-09, ODOT provided \$241,500 of STP for the Household Survey to allow Metro to carryover the equal amount of PL funds in FY 2010-11.

03/15/10

OTHER PROJECTS OF REGIONAL SIGNIFICANCE
Exhibit B: FY 2010-11 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

| Project | ODOT Key | Jurisdiction | STP | CMAQ | ODOT TGM | JARC | TriMet | Federal/ Earmark | Other Funds/ Match(1) | TOTAL |
|--|----------|--------------------------------------|-----------|-----------|----------|---------|----------|---------------------|--------------------------|-------------|
| <i>Fanno Creek Trail: Hall Boulevard Crossing</i> | 15588 | <i>Tualatin Hills Park & Rec</i> | 359,817 | | | | | | 41,183 | 401,000 |
| <i>Damascus Area Land Use and Trans Plng</i> | 15375 | <i>Damascus</i> | | | 250,000 | | | 1,000,000 | 154,454 | 1,404,454 |
| <i>OR-99 Bridge at Kellogg Lake</i> | 15598 | <i>Milwaukie</i> | 332,350 | | | | | | 38,074 | 370,424 |
| <i>SW Capitol Hwy, Multnomah-Tavlor's Ferrv</i> | 14440 | <i>Portland</i> | 342,769 | | | | | | 39,231 | 382,000 |
| <i>Sullivan's Gulch Trail Master Plan</i> | 15587 | <i>Portland</i> | 224,000 | | | | | | 25,640 | 249,640 |
| <i>SMART</i> | 16684 | <i>Wilsonville</i> | | 64,184 | | | | | 6,592 | 70,776 |
| <i>SE 172nd Ave: Foster Rd. - Sunnyside Rd.</i> | 15389 | <i>Clackamas County</i> | 1,797,545 | | | | | | 205,738 | 2,003,283 |
| <i>Sellwood Bridge Project FEIS</i> | 13762 | <i>Multnomah County</i> | | | | | | | | TBD |
| <i>I-5/99W Connector Study</i> | 13301 | <i>Washington Co</i> | | | | | | | | TBD |
| <i>OR10:SW Oleson Rd/Scholls Fwy Rd</i> | 11436 | <i>Washington Co</i> | 1,000,000 | | | | | 3,000,000 | 2,000,000 | 6,000,000 |
| <i>Tonquin Trail Master Plan</i> | 14339 | <i>Metro</i> | 188,000 | | | | | | 31,517 | 219,517 |
| <i>LO to Milw Trail Master Plan</i> | 14397 | <i>Metro</i> | 100,000 | | | | | | 10,450 | 110,450 |
| <i>Mt. Scott-Scouter's Mt. Loop Trail Master Plan</i> | 14398 | <i>Metro</i> | 100,000 | | | | | | 12,000 | 112,000 |
| <i>Westside Trail Master Plan: Willamette-Tualatin</i> | 15586 | <i>Metro</i> | | | | | | 300,000 | 35,000 | 335,000 |
| <i>LO Transit Corridor FEIS/PE</i> | | <i>TriMet</i> | | | | | | | 6,000,000 | 6,000,000 |
| <i>Wa Cty Commuter Rail Before/ After Evaluation</i> | TBD | <i>TriMet</i> | | | | | | 70,000 | 70,000 | 140,000 |
| <i>Portland-Milwaukie Light Rail FEIS</i> | 15554 | <i>TriMet</i> | | | | | | | | TBD |
| <i>South Corridor I-205/Ptld Mall LR Before/After Evaluation</i> | TBD | <i>TriMet</i> | | | | | | 318,000 | 212,000 | 530,000 |
| <i>Reg Job Access/Reverse Commute Program</i> | 15626 | <i>TriMet</i> | | | | 709,187 | 20,000 | 413,512 | 275,675 | 1,418,374 |
| <i>Employer Outreach Program</i> | TBD | <i>TriMet</i> | | 396,777 | | | 45412.00 | | | 442,189 |
| <i>Pedestrian Network Analysis</i> | 15585 | <i>TriMet</i> | 125,000 | | | | 15,000 | | | 140,000 |
| <i>Bus Stop Development Program</i> | 15552 | <i>TriMet</i> | | 1,036,309 | | | 118,610 | | | 1,154,919 |
| <i>I-5 Columbia River Crossing ODOT Planning Program</i> | | <i>ODOT</i> | | | | | | | 130,550,000 | 130,550,000 |
| <i>ODOT Planning Program</i> | | <i>ODOT</i> | | | | | | | | TBD |
| GRAND TOTAL | | | 4,569,481 | 1,497,270 | 250,000 | 709,187 | 199,022 | 5,101,512 | 139,707,554 | 152,034,026 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4179, FOR THE PURPOSE OF AMENDING THE FY 2010 UNIFIED PLANNING WORK PROGRAM (UPWP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS

Date: July ~~20~~30, 2010

Prepared by: Tony Mendoza, x1726

BACKGROUND

On April 15, 2010, the Metro Council adopted the FY 2010-11 Unified Planning Work Program (“UPWP”) via Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM”). Although the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan were included in the FY 2010-11 Unified Planning Work Program (“UPWP”) adopted in the April 15, 2010 Resolution, specific costs and funding sources had not yet been identified at that time for those corridors.

~~Costs and~~ funding sources for initiating both the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan have now been identified, ~~and~~ this resolution would modify the UPWP to state those ~~costs and~~ funding sources and amounts. Identification of funding amounts and sources for these two corridors will not affect the funding of other projects because the funds identified here are funds remaining from other completed projects or are funds already ~~and~~ identified as a portion of ~~funds from the~~ Next Priority Corridor Study funds.

The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by ~~via~~ Metro Council Ordinance No. 10-1241A, identifies five corridors where more analysis is needed through future corridor refinement plans. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five mobility corridor refinement planning area ~~corridors~~ identified in the RTP. The 2008- 2011 Metropolitan Transportation Improvement Program (~~“MTIP”~~), adopted by Metro Council Resolution 07-3825 on August 16, 2007 (FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA) (“2008-11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified ~~for these two corridors.~~

Proceeding forward with these two mobility corridor refinement plans was approved on February 25, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council by ~~via~~ Resolution (Res. No. 10-4119) (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:

1. Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle” located at the intersection of I-5, OR 99W, and Hwy. 217); and
2. East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area).

These corridors emerged as topstrong candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.

Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.

1. Southwest Corridor Refinement Plan

~~Planning in~~ the Southwest Corridor Refinement Plan is being conducted in the context of an overall mobility corridor vision called the Southwest Corridor Plan. ~~for the Southwest Corridor Plan that has emerged from the recently adopted 2035 Regional Transportation Plan.~~ The Southwest Corridor Refinement Plan includes ~~including~~ Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. ~~The Southwest Corridor Plan also considers relationships between the built environment, the supporting transportation network, and air quality and other environmental considerations. The Southwest Corridor Plan anticipates regional collaboration to create a multi-modal, multi-agency planning effort and initiate the public engagement process to incorporate the sequential transportation and land use planning projects into one contiguous and efficient planning effort. This relationship will be developed through t~~The *Southwest Corridor Plan*, which is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);
- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);
- ~~Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);~~
- Barbur Concept Plan (City of Portland);
- 99W Land Use Plan (City of Tigard); and
- 99W Corridor Planning (City of Tualatin).

~~Within this effort, the~~ The land use and corridor planning efforts will help define the areas best served by high capacity transit (“~~HCT~~”) for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements to meet mobility needs, while the transit alternatives analysis (“~~AA~~”) would define how transit functions ~~to~~ best meet the land use aspirations in the area. As a whole, the *Southwest Corridor Plan* will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.

2. East Metro Corridor Refinement Plan

This transportation corridor, or travel demand area, includes the main streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian

routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the [primary study area for improvement is within study is limited to between](#) I-84 southward to US 26 and the Springwater area.

Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including [the Port of Portland](#), Damascus, Happy Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.

Work Plans, Budget and Scope

This resolution identifies federal funding sources to initiate project work for FY 11. Neither the Southwest Corridor nor the East Metro corridor have finalized work plans, budgets or scope for FY11 with partnering agencies. The funding identified in this resolution is based on preliminary work plans developed by Metro. Final decisions on scope and budget will be completed collaboratively with partner jurisdictions. It is anticipated that the final scope changes will modify the total projected costs to complete these projects. Additionally, the UPWP does not identify all sources available to these projects, such as local contributions above local match requirements and other sources, such as ODOT Transportation Growth Management funds, are not reported specifically to each project in the UPWP.

ANALYSIS/INFORMATION

1. **Known Opposition**

No known opposition.

2. **Legal Antecedents**

Metro Council Resolution No. 10-4119: FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE, adopted by the Metro Council on February 25, 2010.

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

Metro Council Resolution No. 07-3825: FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted by the Metro Council on August 16, 2007.

Metro Council Resolution No. 09-4052: FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS FOR ADDITION TO THE 2035 REGIONAL TRANSPORTATION PLAN, STATE COMPONENT, adopted by Metro Council on July 9, 2009.

Metro Council Ordinance No. 10-~~1241A~~[1241B](#): FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004

REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted on June 10, 2010.

Metro Council Resolution No. 10-4150A: FOR THE PURPOSE OF ADOPTING THE CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted on June 10, 2010.

3. Anticipated Effects

Adoption of this resolution will transfer funding that had remained from other completed projects and the Next Priority Corridor Study and identify other funds that had not previously been identified to fund these two corridor refinement plans. The amended UPWP will identify the costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan.

4. Budget Impacts

No Metro funds are obligated by this amendment to the UPWP.

RECOMMENDED ACTION

Approve Resolution No. NO. 10-4179,

Exhibits

- Exhibit A: Modified FY 2010 Unified Planning Work Program cost and funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.
- Exhibit B: FY 2010-11 Unified Planning Work Program Funding Summary that includes modified funding for the Southwest Corridor and East Metro Corridor Refinement Plans.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY) RESOLUTION NO. **10-4179**
 2010 UNIFIED PLANNING WORK PROGRAM)
 (UPWP) TO MODIFY FUNDING) Introduced by Councilor Collette
 ALLOCATIONS FOR SOUTHWEST CORRIDOR)
 AND EAST METRO CORRIDOR REFINEMENT)
 PLANS)

WHEREAS, the FY 2010-11 Unified Planning Work Program (UPWP) was adopted by the Metro Council on April 15, 2010 by Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM”); the FY 2010-11 UPWP describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010 to be carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities and counties of Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the budget elements of the FY 2010 UPWP is required to receive federal transportation planning funds; and

WHEREAS, although the Southwest Corridor and East Metro Corridor Refinement Plans are included in the work element of the FY 2010 UPWP, in the 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-1241B (“FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN”) and in the FY 2008-2011 Metropolitan Transportation Improvement Program (“MTIP”) adopted by the Metro Council on August 16, 2007 via Metro Council Resolution No. 07-3825 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA”) the sources and costs for those refinement plans had not yet been identified at the time the UPWP, the RTP, and the MTP were adopted; and

WHEREAS, the funding sources and costs have since been further developed and identified for those two corridor refinement plans; and

WHEREAS, the East Metro Corridor and Southwest Corridor budgets are still developing and this resolution identifies available funds at this time; and

WHEREAS, on August 12, 2010 this resolution was approved by the Joint Policy Advisory Committee on Transportation (“JPACT”) for recommendation to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the FY 2010 UPWP to identify funding amounts and sources allocated through the Metropolitan Transportation Improvement Program (“MTIP”) process to the UPWP’s Southwest Corridor and East

Metro Corridor Refinement Plans as shown in the attached Exhibit A and to modify the FY 2010-11 Unified Planning Work Program Funding Summary as shown in Exhibit B.

ADOPTED by the Metro Council this 12 day of August, 2010

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. 10-4179

The cost and funding source charts below replace the charts found on page 57 for Southwest Corridor and page 60 for East Metro FY 2010 Unified Planning Work Program, adopted on April 15, 2010. This resolution does not alter the Southwest Corridor Refinement Plan narrative on page 55-57 and the East Metro narrative on pages 58-60.

**Southwest Corridor- Amended Chart on page 57:
Cost and Funding Sources:**

| Requirements: | | Resources: | |
|----------------------|-------------------|--|-------------------|
| Personal Services | \$ TBD | 11 Next Corridor STP (FFY10) 17141 | \$ 150,746 |
| | | 1-5/99W Tualatin-Sherwood Connector (Concept Plan) 15669 | \$ 400,000 |
| | | I-5/OR 99W Tualatin-Sherwood Connector 13301 | \$ 300,000 |
| Interfund Transfers | \$ TBD | ODOT Support Funds | \$ 35,000 |
| Materials & Services | \$ TBD | Metro/Local Match | \$ 97,372 |
| Consultant | | | |
| Miscellaneous | | | |
| Computer | \$ TBD | | |
| <hr/> | | <hr/> | |
| <i>TOTAL</i> | \$ 983,118 | <i>TOTAL</i> | \$ 983,118 |

Full-Time Equivalent Staffing

| | |
|-----------------------|------------|
| Regular Full-Time FTE | TBD |
| <hr/> | |
| <i>TOTAL</i> | TBD |

**East Metro- Amended Chart on page 60:
Cost and Funding Sources:**

METRO
Exhibit B: FY 2010-11 Unified Planning Work Program Funding Summary -- AMENDED

07/30/10

| ODOT Key # | 11 PL ODOT ¹ | 11 STP* (FFY 10) Metro | 09 STP* (FFY 08) Metro | STP Household Survey - | 11 ODOT Support Funds | 11 Sec 5303* | 10 Sec 5303* | 11 TriMet Support | FTA Streetcar OR-39-0002 | Next Corridor STP c/o | 11 Next Corridor STP (FFY 10) | I-5/99W Tualatin-Sherwood Connector (Concept Plan) | I-5/OR 99W Tualatin-Sherwood Connector | CMAQ RTO OR95-X010 14441, 14442, 14443 | Other Anticipated Funds | Metro/Local Match | Total |
|--|-------------------------|------------------------|------------------------|------------------------|-----------------------|----------------|----------------|-------------------|--------------------------|-----------------------|-------------------------------|--|--|--|-------------------------|-------------------|-------------------|
| | | 15544 | 14386 | TBD | | | | | 14570 | 14564, 14565 | 15546, 17141 | 15669 | 13301 | | | | |
| METRO | | | | | | | | | | | | | | | | | |
| Transportation Planning | | | | | | | | | | | | | | | | | |
| 1 | 294,931 | 69,808 | 5,389 | - | 77,173 | 200,359 | 60,467 | 58,941 | - | - | - | - | - | - | 73,163 | 73,813 | 914,044 |
| 2 | 17,821 | 90,554 | 16,773 | - | - | 26,950 | 7,244 | - | - | - | - | - | - | - | - | 20,833 | 180,175 |
| 3 | 2,267 | - | - | - | - | 32,607 | 12,000 | 16,792 | - | - | - | - | - | - | - | 11,152 | 74,818 |
| 4 | 144,301 | 9,701 | - | - | 36,230 | - | - | 11,206 | - | - | - | - | - | - | - | 1,110 | 202,548 |
| 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,888,422 | - | 153,104 | 2,041,526 |
| 6 | 357,666 | 96,101 | 4,058 | - | 7,035 | 24,081 | 57,995 | 90,478 | - | - | - | - | - | - | 35,000 | 31,983 | 704,397 |
| 7 | 31,403 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 31,403 |
| 8 | 44,885 | - | - | - | - | - | - | - | - | - | - | - | - | - | 41,113 | - | 85,998 |
| 9 | - | 77,250 | - | - | - | - | - | - | - | - | - | - | - | - | - | 8,842 | 86,092 |
| Research & Modeling | | | | | | | | | | | | | | | | | |
| 1 | 441,582 ² | 122,499 | 2,053 | 350,000 | 3,228 | 31,201 | - | 4,325 | - | - | - | - | - | - | 430,690 | 78,318 | 1,463,898 |
| 2 | 142,678 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 142,678 |
| 3 | - | 31,265 | - | - | 21,369 | - | - | 5,758 | - | - | - | - | - | - | - | 7,609 | 66,001 |
| 4 | 145,972 | 14,509 | - | - | - | 19,336 | 17,443 | - | - | - | - | - | - | - | 201,987 | 129,653 | 528,900 |
| 5 | 32,929 | - | - | - | 15,000 | 68,505 | - | 37,500 | - | - | - | - | - | - | 845,183 | 719,150 | 1,718,267 |
| Administrative Services | | | | | | | | | | | | | | | | | |
| 1 | 534,233 | 447,223 | 105,799 | - | 16,681 | 48,938 | 10,667 | - | - | - | - | - | - | - | 89,150 | 218,796 | 1,471,487 |
| Corridor Planning & Development | | | | | | | | | | | | | | | | | |
| 1 | - | - | - | - | - | - | - | - | 132,914 | - | - | - | - | - | - | 33,229 | 166,143 |
| 2 | - | 22,679 | 5,488 | - | - | - | - | - | - | - | - | - | - | - | - | 3,224 | 31,391 |
| 3 | 74,684 | - | 13,484 | 101,378 | 13,284 | 29,775 | 693 | - | - | - | - | - | - | - | - | 9,160 | 242,458 |
| 4 | - | - | - | - | 35,000 | - | - | - | - | - | 150,746 | 400,000 | 300,000 | - | - | 97,372 | 983,118 |
| 5 | - | - | - | - | - | - | - | - | - | 470,098 | 150,746 | - | - | - | - | 71,058 | 691,902 |
| Metro Subtotal | 2,265,352 | 981,589 | 153,044 | 451,378 | 225,000 | 481,752 | 166,509 | 225,000 | 132,914 | 470,098 | 301,492 | 400,000 | 300,000 | 1,888,422 | 1,716,286 | 1,668,406 | 11,827,244 |
| GRAND TOTAL | 2,265,352 | 981,589 | 153,044 | 451,378 | 225,000 | 481,752 | 166,509 | 225,000 | 132,914 | 470,098 | 301,492 | 400,000 | 300,000 | 1,888,422 | 1,716,286 | 1,668,406 | 11,827,244 |

*Federal funds only, no match included.

¹ PL funds include \$499,441 carryover from FY09.

² In FY 2008-09, ODOT provided \$241,500 of STP for the Household Survey to allow Metro to carryover the equal amount of PL funds in FY 2010-11.

03/15/10

OTHER PROJECTS OF REGIONAL SIGNIFICANCE
Exhibit B: FY 2010-11 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

| Project | ODOT Key | Jurisdiction | STP | CMAQ | ODOT TGM | JARC | TriMet | Federal/ Earmark | Other Funds/ Match(1) | TOTAL |
|--|----------|--------------------------------------|-----------|-----------|----------|---------|----------|---------------------|--------------------------|-------------|
| <i>Fanno Creek Trail: Hall Boulevard Crossing</i> | 15588 | <i>Tualatin Hills Park & Rec</i> | 359,817 | | | | | | 41,183 | 401,000 |
| <i>Damascus Area Land Use and Trans Plng</i> | 15375 | <i>Damascus</i> | | | 250,000 | | | 1,000,000 | 154,454 | 1,404,454 |
| <i>OR-99 Bridge at Kellogg Lake</i> | 15598 | <i>Milwaukie</i> | 332,350 | | | | | | 38,074 | 370,424 |
| <i>SW Capitol Hwy, Multnomah-Tavlor's Ferrv</i> | 14440 | <i>Portland</i> | 342,769 | | | | | | 39,231 | 382,000 |
| <i>Sullivan's Gulch Trail Master Plan</i> | 15587 | <i>Portland</i> | 224,000 | | | | | | 25,640 | 249,640 |
| <i>SMART</i> | 16684 | <i>Wilsonville</i> | | 64,184 | | | | | 6,592 | 70,776 |
| <i>SE 172nd Ave: Foster Rd. - Sunnyside Rd.</i> | 15389 | <i>Clackamas County</i> | 1,797,545 | | | | | | 205,738 | 2,003,283 |
| <i>Sellwood Bridge Project FEIS</i> | 13762 | <i>Multnomah County</i> | | | | | | | | TBD |
| <i>I-5/99W Connector Study</i> | 13301 | <i>Washington Co</i> | | | | | | | | TBD |
| <i>OR10:SW Oleson Rd/Scholls Fwy Rd</i> | 11436 | <i>Washington Co</i> | 1,000,000 | | | | | 3,000,000 | 2,000,000 | 6,000,000 |
| <i>Tonquin Trail Master Plan</i> | 14339 | <i>Metro</i> | 188,000 | | | | | | 31,517 | 219,517 |
| <i>LO to Milw Trail Master Plan</i> | 14397 | <i>Metro</i> | 100,000 | | | | | | 10,450 | 110,450 |
| <i>Mt. Scott-Scouter's Mt. Loop Trail Master Plan</i> | 14398 | <i>Metro</i> | 100,000 | | | | | | 12,000 | 112,000 |
| <i>Westside Trail Master Plan: Willamette-Tualatin</i> | 15586 | <i>Metro</i> | | | | | | 300,000 | 35,000 | 335,000 |
| <i>LO Transit Corridor FEIS/PE</i> | | <i>TriMet</i> | | | | | | | 6,000,000 | 6,000,000 |
| <i>Wa Cty Commuter Rail Before/ After Evaluation</i> | TBD | <i>TriMet</i> | | | | | | 70,000 | 70,000 | 140,000 |
| <i>Portland-Milwaukie Light Rail FEIS</i> | 15554 | <i>TriMet</i> | | | | | | | | TBD |
| <i>South Corridor I-205/Ptld Mall LR Before/After Evaluation</i> | TBD | <i>TriMet</i> | | | | | | 318,000 | 212,000 | 530,000 |
| <i>Reg Job Access/Reverse Commute Program</i> | 15626 | <i>TriMet</i> | | | | 709,187 | 20,000 | 413,512 | 275,675 | 1,418,374 |
| <i>Employer Outreach Program</i> | TBD | <i>TriMet</i> | | 396,777 | | | 45412.00 | | | 442,189 |
| <i>Pedestrian Network Analysis</i> | 15585 | <i>TriMet</i> | 125,000 | | | | 15,000 | | | 140,000 |
| <i>Bus Stop Development Program</i> | 15552 | <i>TriMet</i> | | 1,036,309 | | | 118,610 | | | 1,154,919 |
| <i>I-5 Columbia River Crossing ODOT Planning Program</i> | | <i>ODOT</i> | | | | | | | 130,550,000 | 130,550,000 |
| <i>ODOT Planning Program</i> | | <i>ODOT</i> | | | | | | | | TBD |
| GRAND TOTAL | | | 4,569,481 | 1,497,270 | 250,000 | 709,187 | 199,022 | 5,101,512 | 139,707,554 | 152,034,026 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4179, FOR THE PURPOSE OF AMENDING THE FY 2010 UNIFIED PLANNING WORK PROGRAM (UPWP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS

Date: July 30, 2010

Prepared by: Tony Mendoza, x1726

BACKGROUND

On April 15, 2010, the Metro Council adopted the FY 2010-11 Unified Planning Work Program (“UPWP”) via Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM”). Although the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan were included in the FY 2010-11 Unified Planning Work Program (“UPWP”) adopted in the April 15, 2010 Resolution, specific costs and funding sources had not yet been identified at that time for those corridors.

Funding sources for initiating both the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan have now been identified. This resolution would modify the UPWP to state those funding sources and amounts. Identification of funding amounts and sources for these two corridors will not affect the funding of other projects because the funds identified here are funds remaining from other completed projects or are funds already identified as Next Priority Corridor Study funds.

The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by Metro Council Ordinance No. 10-1241A, identifies five corridors where more analysis is needed through future corridor refinement plans. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five mobility corridor refinement planning areas identified in the RTP. The 2008-2011 Metropolitan Transportation Improvement Program, adopted by Metro Council Resolution 07-3825 on August 16, 2007 (FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA) (“2008-11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified.

Proceeding forward with these two mobility corridor refinement plans was approved on February 25, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council by Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:

1. Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle” located at the intersection of I-5, OR 99W, and Hwy. 217); and

2. East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area).

These corridors emerged as top candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.

Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.

1. *Southwest Corridor Refinement Plan*

The Southwest Corridor Refinement Plan is being conducted in the context of an overall mobility corridor vision called the *Southwest Corridor Plan*. The Southwest Corridor Refinement Plan includes Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. The *Southwest Corridor Plan*, is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);
- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);
- Barbur Concept Plan (City of Portland);
- 99W Land Use Plan (City of Tigard); and
- 99W Corridor Planning (City of Tualatin).

Within this effort, the land use and corridor planning efforts will help define the areas best served by high capacity transit for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements to meet mobility needs, while the transit alternatives analysis would define how transit functions best meet the land use aspirations in the area. As a whole, the *Southwest Corridor Plan* will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.

2. *East Metro Corridor Refinement Plan*

This transportation corridor, or travel demand area, includes the main streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the primary study area for improvement is within between I-84 southward to US 26 and the Springwater area.

Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including the Port of Portland, Damascus, Happy Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.

Work Plans, Budget and Scope

This resolution identifies federal funding sources to initiate project work for FY 11. Neither the Southwest Corridor nor the East Metro corridor have finalized work plans, budgets or scope for FY11 with partnering agencies. The funding identified in this resolution is based on preliminary work plans developed by Metro. Final decisions on scope and budget will be completed collaboratively with partner jurisdictions. It is anticipated that the final scope changes will modify the total projected costs to complete these projects. Additionally, the UPWP does not identify all sources available to these projects, such as local contributions above local match requirements and other sources, such as ODOT Transportation Growth Management funds, are not reported specifically to each project in the UPWP.

ANALYSIS/INFORMATION

1. Known Opposition

No known opposition.

2. Legal Antecedents

Metro Council Resolution No. 10-4119: FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE, adopted by the Metro Council on February 25, 2010.

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

Metro Council Resolution No. 07-3825: FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted by the Metro Council on August 16, 2007.

Metro Council Resolution No. 09-4052: FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS FOR ADDITION TO THE 2035 REGIONAL TRANSPORTATION PLAN, STATE COMPONENT, adopted by Metro Council on July 9, 2009.

Metro Council Ordinance No. 10-1241B: FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted on June 10, 2010.

Metro Council Resolution No. 10-4150A: FOR THE PURPOSE OF ADOPTING THE CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted on June 10, 2010.

3. Anticipated Effects

Adoption of this resolution will transfer funding that had remained from other completed projects and the Next Priority Corridor Study and identify other funds that had not previously been identified to fund these two corridor refinement plans. The amended UPWP will identify the costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan.

4. Budget Impacts

No Metro funds are obligated by this amendment to the UPWP.

RECOMMENDED ACTION

Approve Resolution No. NO. 10-4179,

Exhibits

- Exhibit A: Modified FY 2010 Unified Planning Work Program cost and funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.
- Exhibit B: FY 2010-11 Unified Planning Work Program Funding Summary that includes modified funding for the Southwest Corridor and East Metro Corridor Refinement Plans.

BEFORE THE METRO COUNCIL

| | | |
|-------------------------------------|---|--|
| FOR THE PURPOSE OF AMENDING THE |) | RESOLUTION NO. 10-4177-XX |
| JANUARY 2008 MTIP (FY 2008-2011) TO |) | |
| MODIFY FUNDING ALLOCATIONS FOR |) | Introduced by Councilor XX Collette |
| SOUTHWEST CORRIDOR AND EAST METRO |) | |
| CORRIODR REFINEMENT PLANS |) | |

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007 via Metro Council Resolution No. 07-3825 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN ARE”); and

WHEREAS, the work for the Southwest Corridor and East Metro Corridor Refinement Plan were adopted by Metro Council Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIOR REFINMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”) as the next regional priorities for Corridor Refinement Plans on February 25, 2010; and

WHEREAS, the Southwest Corridor and East Metro Corridor Refinement Plans are included in the work element of the FY 2010 UPWP and in the 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-~~1241A~~1241B (“FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN”); and

WHEREAS, the funding sources are no longer needed for the I5/99W Tualatin Sherwood Connector Project and the I5/99W Tualatin-Sherwood Connect; and

WHEREAS, the funding sources are no longer needed for the -Powell/Foster Corridor Plan; and

WHEREAS, the East Metro Corridor and Southwest Corridor budgets are still developing and this resolution allocates available funds at this time; and

WHEREAS, the funding sources have since been further developed and identified for those two corridor refinement plans; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the programming of the 2008-11 Metropolitan Transportation Improvement Program to include the funding for these two corridor refinement plans as shown in Exhibit A.

ADOPTED by the Metro Council this ~~insert date~~12 day of ~~insert month~~,August, 2010

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. ~~10-4177~~XX

Listed below are the existing and modified Metropolitan Transportation Improvement Program programming for the Southwest Corridor and East Metro Corridor Refinement Plans.

East Metro Corridor Refinement Plan

From Next Priority Corridor Study

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|--|------------------------------|---|------------------|---------------|--|
| Metro | MTIP No. 1151; (14564; ODOT No. 15546) | Next Priority Corridor Study | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$420,000 150,746 |

From Next Priority Corridor Study

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|-------------------------|--|--|---|--|-------------------------------|---------------------------|
| Metro | MTIP No. 1151; ODOT No. 14564 | Next Priority Corridor Study | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$270,000 |

From Next Corridor Powell/Foster

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---|-----------------------------|---|------------------|---------------|--|
| Metro | MTIP No. 1178 € ODOT | Next Corridor Powell/Foster | This process will provide a set of feasible transportation improvements for | Federal Local | Planning | \$ 191,000 200,098 |

| | | | | | | |
|--|-----------------------------|--|---|--|--|--|
| | No. 14565) | | the corridor with implementation, phasing & funding strategies. | | | |
|--|-----------------------------|--|---|--|--|--|

Total Funding Transferred to Next Priority Study- East Metro Amended Programming

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|--|---|---|------------------|---------------|---|
| Metro | MTIP No. 1151; ODOT No. (14564, 14565, 15546) | Next Priority Corridor Study – East Metro | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$611,000 20,844 |

Southwest Corridor Refinement Plan

From Next Priority Corridor Study

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---|------------------------------|---|------------------|---------------|---|
| Metro | MTIP No. 1151 (14564, 15546); ODOT No. 17144 | Next Priority Corridor Study | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$150, 000 746 |

From I5/99W Connector Project

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---------|--------------|---------------------|----------------|---------------|------|
| | | | | | | |

| | | | | | | |
|-------|---|--------------------------|---|---------------------------|--|--------------------------|
| Metro | MTIP No. 1061 ; ODOT No. 13301 | I5/99W Connector Project | Completes planning work for a proposed four-lane, limited access highway between Highway 99W near Sherwood and I-5 near Tualatin and Wilsonville. | Federal Local State | Planning- Alt Anal Planning- Land Use | \$ 300 35,000 |
|-------|---|--------------------------|---|---------------------------|--|--------------------------|

From I5/99W Tualatin-Sherwood Connect (Concept Plan)

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---|---|---------------------|----------------|---------------|------------|
| Metro | ODOT No. 15669 | I5/99W Tualatin-Sherwood Connect (Concept Plan) | | | | \$ 400,000 |

Total Funding Transferred to Next Priority Study- Southwest Corridor Amended Programming

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|--|---|---|------------------|---------------|-----------------------------|
| Metro | MTIP No. 1151 ; ODOT No. 14564, 14565, 15546, 17144, 13301 ; 15669 | Next Priority Corridor Study – Southwest Corridor | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$ 85085,000 746 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. ~~10-4177~~~~{INSERT NUMBER}~~, FOR THE PURPOSE OF AMENDING THE FY 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS

Date: July ~~20~~30, 2010

Prepared by: Tony Mendoza, x1726

BACKGROUND

In the Metropolitan Transportation Improvement Program (MTIP) adopted by Metro Council Resolution No. 07-3825 on August 17, 2007 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA”), funding amounts were allocated for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan, but specific amounts and sources were not identified in the MTIP. This resolution would amend the MTIP funding allocations for Southwest Corridor and East Metro Corridor Refinement Plans. Identification of funding amounts and sources for these two corridors will not affect the funding of other projects because the funds identified here are funds remaining from other completed projects in the vicinity of the projects and the funds identified for the Next Priority Corridor Study.

The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by Metro Council Ordinance No. 10-1241A, identifies five corridors where more analysis is needed through future corridor refinement plans. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five mobility corridor refinement planning areas identified in the RTP. The 2008- 2011 Metropolitan Transportation Improvement Program, adopted by Metro Council Resolution 07-3825 on August 16, 2007 (FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA) (“2008-11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified.

Proceeding forward with these two mobility corridor refinement plans was approved on February 25, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council by Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:

1. Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle” located at the intersection of I-5, OR 99W, and Hwy. 217); and
2. East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area).

These corridors emerged as top candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.

Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.

1. Southwest Corridor Refinement Plan

The Southwest Corridor Refinement Plan is being conducted in the context of an overall mobility corridor vision called the Southwest Corridor Plan. The Southwest Corridor Refinement Plan includes Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. The Southwest Corridor Plan, is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);
- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);
- Barbur Concept Plan (City of Portland);
- 99W Land Use Plan (City of Tigard); and
- 99W Corridor Planning (City of Tualatin).

Within this effort, the land use and corridor planning efforts will help define the areas best served by high capacity transit for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements to meet mobility needs, while the transit alternatives analysis would define how transit functions best meet the land use aspirations in the area. As a whole, the Southwest Corridor Plan will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.

2. East Metro Corridor Refinement Plan

This transportation corridor, or travel demand area, includes the main streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the primary study area for improvement is within between I-84 southward to US 26 and the Springwater area.

Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including the Port of Portland, Damascus, Happy Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.

Work Plans, Budget and Scope

This resolution identifies federal funding sources to initiate project work for FY 11. Neither the Southwest Corridor nor the East Metro corridor have finalized work plans, budgets or scope for FY11

with partnering agencies. The funding identified in this resolution is based on preliminary work plans developed by Metro. Final decisions on scope and budget will be completed collaboratively with partner jurisdictions. It is anticipated that the final scope changes will modify the total projected costs to complete these projects. Additionally, the UPWPMTIP does not identify all sources available to these projects, such as local contributions above local match requirements and other sources, such as ODOT Transportation Growth Management funds, are not reported specifically to each project in the UPWP.

~~The 2035 Regional Transportation Plan identifies five corridors where more analysis is needed through a future corridor refinement plan. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five corridors identified in the RTP. The 2008–2011 Metropolitan Transportation Improvement Program (“MTIP”), adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008–11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) (“2008–11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified for these two corridors~~

~~Proceeding forward with these two mobility corridor refinement plans was approved on February 25, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and via Metro Council resolution (Res. No. 10-4119) (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010–2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:~~

- ~~• East Metro Corridor Refinement Plan—Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US-26 and the Springwater area) and~~
- ~~• Southwest Corridor Refinement Plan—Mobility Corridors #2 and #20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle,” located at the intersection of I-5, OR99W and Hwy 217).~~

~~These corridors emerged as strong candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.~~

~~Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.~~

~~1. Southwest Corridor Refinement Plan~~

~~Planning in the Southwest Corridor is being conducted in the context of an overall mobility corridor vision for the Southwest Corridor Plan that has emerged from the recently adopted 2035 Regional Transportation Plan. The Southwest Corridor Plan includes including Mobility Corridors #2 and #20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. The Southwest Corridor Plan also considers relationships between the built environment, the supporting transportation network, and air quality and other environmental considerations. The Southwest Corridor Plan anticipates regional collaboration to create a multi-modal, multi-agency planning effort and initiate the public engagement process to incorporate the sequential transportation and land use planning projects into one contiguous and efficient planning effort. This relationship will be~~

developed through the *Southwest Corridor Plan*, which is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- ~~Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);~~
- ~~Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);~~
- ~~Barbur Concept Plan (City of Portland);~~
- ~~99W Land Use Plan (City of Tigard); and~~
- ~~99W Corridor Planning (City of Tualatin).~~

~~Within this effort, the land use and corridor planning efforts will help define the areas best served by high capacity transit (“HCT”) for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements to meet mobility needs, while the transit alternatives analysis (“AA”) would define how transit functions to best meet the land use aspirations in the area. As a whole, the Southwest Corridor Plan will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.~~

~~2. East Metro Corridor Refinement Plan~~

~~This transportation corridor, or travel demand area, includes the main streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the study is limited to I-84 southward to US 26 and the Springwater area.~~

~~Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including Damascus, Happy Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.~~

ANALYSIS/INFORMATION

1. Known Opposition

No known opposition.

2. Legal Antecedents

The Metro Council and JPACT must approve any substantive amendments to the MTIP.

Metro Council Resolution No. 10-4119: FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE, adopted by the Metro Council on February 25, 2010.

Metro Council Resolution No. 07-3825: FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA adopted by the Metro Council on August 16, 2007.

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

~~Metro Council Resolution No. 03-3380A: FOR THE PURPOSE OF DESIGNATION OF THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS, adopted by the Metro Council on December 11, 2003.~~

~~Metro Council Ordinance No. 04-1045A: FOR THE PURPOSE OF AMENDING THE 2000 REGIONAL TRANSPORTATION PLAN (“RTP”) FOR CONSISTENCY WITH THE 2004 INTERIM FEDERAL RTP AND STATEWIDE PLANNING GOALS, adopted by the Metro Council on July 8, 2004.~~

~~Metro Council Ordinance No. 10-1241A~~ Ordinance No. 10-1241B: FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted on June 10, 2010.

Metro Council Resolution No. 10-4150A: FOR THE PURPOSE OF ADOPTING THE CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted on June 10, 2010.

3. Anticipated Effects

Adoption of this resolution will amend the MTIP to ~~will~~ identify the costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan.

4. Budget Impacts

No Metro funds are obligated by this amendment to the MTIP.

RECOMMENDED ACTION

Approve Resolution No. ~~XX~~NO. 10-4177.

Exhibits

- Exhibit A: Existing Programming and Amended Programming Metropolitan Transportation Improvement Program funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. **10-4177**
JANUARY 2008 MTIP (FY 2008-2011) TO)
MODIFY FUNDING ALLOCATIONS FOR) Introduced by Councilor Collette
SOUTHWEST CORRIDOR AND EAST METRO)
CORRIDOR REFINEMENT PLANS)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007 via Metro Council Resolution No. 07-3825 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA”); and

WHEREAS, the work for the Southwest Corridor and East Metro Corridor Refinement Plan were adopted by Metro Council Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”) as the next regional priorities for Corridor Refinement Plans on February 25, 2010; and

WHEREAS, the Southwest Corridor and East Metro Corridor Refinement Plans are included in the work element of the FY 2010 UPWP and in the 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-1241B (“FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN”); and

WHEREAS, the funding sources are no longer needed for the I5/99W Tualatin Sherwood Connector Project and the I5/99W Tualatin-Sherwood Connect; and

WHEREAS, the funding sources are no longer needed for the Powell/Foster Corridor Plan; and

WHEREAS, the East Metro Corridor and Southwest Corridor budgets are still developing and this resolution allocates available funds at this time; and

WHEREAS, the funding sources have since been further developed and identified for those two corridor refinement plans; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the programming of the 2008-11 Metropolitan Transportation Improvement Program to include the funding for these two corridor refinement plans as shown in Exhibit A.

ADOPTED by the Metro Council this 12 day of August, 2010

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. 10-4177

Listed below are the existing and modified Metropolitan Transportation Improvement Program programming for the Southwest Corridor and East Metro Corridor Refinement Plans.

East Metro Corridor Refinement Plan

From Next Priority Corridor Study

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|----------------------------------|------------------------------|---|------------------|---------------|-----------|
| Metro | MTIP No. 1151; ODOT No. 15546 | Next Priority Corridor Study | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$150,746 |

From Next Priority Corridor Study

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|----------------------------------|------------------------------|---|------------------|---------------|-----------|
| Metro | MTIP No. 1151; ODOT No. 14564 | Next Priority Corridor Study | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$270,000 |

From Next Corridor Powell/Foster

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|----------------------------|-----------------------------|---|------------------|---------------|------------|
| Metro | MTIP No. 1178; ODOT No. | Next Corridor Powell/Foster | This process will provide a set of feasible transportation improvements for | Federal Local | Planning | \$ 200,098 |

| | | | | | | |
|--|-------|--|---|--|--|--|
| | 14565 | | the corridor with implementation, phasing & funding strategies. | | | |
|--|-------|--|---|--|--|--|

Total Funding Transferred to Next Priority Study- East Metro Amended Programming

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---|---|---|------------------|---------------|------------------|
| Metro | MTIP No. 1151; ODOT No. (14564, 14565, 15546) | Next Priority Corridor Study – East Metro | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$620,844 |

Southwest Corridor Refinement Plan

From Next Priority Corridor Study

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|-------------------------------|------------------------------|---|------------------|---------------|-----------|
| Metro | MTIP No. 1151; ODOT No. 17144 | Next Priority Corridor Study | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$150,746 |

From I5/99W Connector Project

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|-------------------------------|--------------------------|---|---------------------------|--|-----------|
| Metro | MTIP No. 1061; ODOT No. 13301 | I5/99W Connector Project | Completes planning work for a proposed four-lane, limited access highway between Highway 99W near Sherwood and I-5 near Tualatin and Wilsonville. | Federal Local State | Planning- Alt Anal Planning- Land Use | \$300,000 |

From I5/99W Tualatin-Sherwood Connect (Concept Plan)

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|---------|---------|--------------|---------------------|----------------|---------------|------|
| | | | | | | |

| | | | | | | |
|-------|----------------------|--|--|--|--|------------|
| Metro | ODOT No. 15669 | I5/99W Tualatin- Sherwood Connect (Concept Plan) | | | | \$ 400,000 |
|-------|----------------------|--|--|--|--|------------|

***Total Funding Transferred to Next Priority Study- Southwest Corridor
Amended Programming***

| Sponsor | Key No. | Project Name | Project Description | Funding Source | Project Phase | 2011 |
|----------------|--|---|--|-----------------------|----------------------|------------------|
| Metro | MTIP No. 1151; ODOT No. 17144, 13301, 15669 | Next Priority Corridor Study – Southwest Corridor | System level planning and alternatives for selected corridor. | Federal Local | Sys study | \$850,746 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. **10-4177**, FOR THE PURPOSE OF AMENDING THE FY 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS

Date: July 30, 2010

Prepared by: Tony Mendoza, x1726

BACKGROUND

In the Metropolitan Transportation Improvement Program (MTIP) adopted by Metro Council Resolution No. 07-3825 on August 17, 2007 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA”), funding amounts were allocated for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan, but specific amounts and sources were not identified in the MTIP. This resolution would amend the MTIP funding allocations for Southwest Corridor and East Metro Corridor Refinement Plans. Identification of funding amounts and sources for these two corridors will not affect the funding of other projects because the funds identified here are funds remaining from other completed projects in the vicinity of the projects and the funds identified for the Next Priority Corridor Study.

The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by Metro Council Ordinance No. 10-1241A, identifies five corridors where more analysis is needed through future corridor refinement plans. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five mobility corridor refinement planning areas identified in the RTP. The 2008- 2011 Metropolitan Transportation Improvement Program, adopted by Metro Council Resolution 07-3825 on August 16, 2007 (FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA) (“2008-11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified.

Proceeding forward with these two mobility corridor refinement plans was approved on February 25, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council by Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:

1. Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle” located at the intersection of I-5, OR 99W, and Hwy. 217); and
2. East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area).

These corridors emerged as top candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.

Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.

1. Southwest Corridor Refinement Plan

The Southwest Corridor Refinement Plan is being conducted in the context of an overall mobility corridor vision called the *Southwest Corridor Plan*. The Southwest Corridor Refinement Plan includes Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. The *Southwest Corridor Plan*, is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);
- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);
- Barbur Concept Plan (City of Portland);
- 99W Land Use Plan (City of Tigard); and
- 99W Corridor Planning (City of Tualatin).

Within this effort, the land use and corridor planning efforts will help define the areas best served by high capacity transit for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements to meet mobility needs, while the transit alternatives analysis would define how transit functions best meet the land use aspirations in the area. As a whole, the *Southwest Corridor Plan* will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.

2. East Metro Corridor Refinement Plan

This transportation corridor, or travel demand area, includes the main streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the primary study area for improvement is within between I-84 southward to US 26 and the Springwater area.

Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including the Port of Portland, Damascus, Happy Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.

Work Plans, Budget and Scope

This resolution identifies federal funding sources to initiate project work for FY 11. Neither the Southwest Corridor nor the East Metro corridor have finalized work plans, budgets or scope for FY11

with partnering agencies. The funding identified in this resolution is based on preliminary work plans developed by Metro. Final decisions on scope and budget will be completed collaboratively with partner jurisdictions. It is anticipated that the final scope changes will modify the total projected costs to complete these projects. Additionally, the MTIP does not identify all sources available to these projects, such as local contributions above local match requirements and other sources, such as ODOT Transportation Growth Management funds.

ANALYSIS/INFORMATION

1. Known Opposition

No known opposition.

2. Legal Antecedents

The Metro Council and JPACT must approve any substantive amendments to the MTIP.

Metro Council Resolution No. 10-4119: FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE, adopted by the Metro Council on February 25, 2010.

Metro Council Resolution No. 07-3825: FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA adopted by the Metro Council on August 16, 2007.

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

Metro Council Ordinance No. 10-1241B: FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted on June 10, 2010.

Metro Council Resolution No. 10-4150A: FOR THE PURPOSE OF ADOPTING THE CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted on June 10, 2010.

3. Anticipated Effects

Adoption of this resolution will amend the MTIP to identify the costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan.

4. Budget Impacts

No Metro funds are obligated by this amendment to the MTIP.

RECOMMENDED ACTION

Approve Resolution No. NO. 10-4177.

Exhibits

- Exhibit A: Existing Programming and Amended Programming Metropolitan Transportation Improvement Program funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.