

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

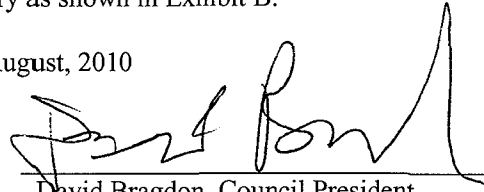
WHEREAS, the East Metro Corridor and Southwest Corridor budgets are still developing and this resolution identifies available funds at this time; and

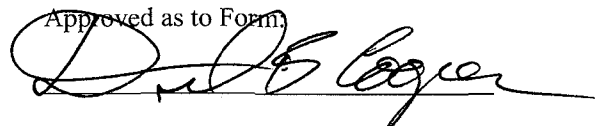
WHEREAS, on August 12, 2010 this resolution was approved by the Joint Policy Advisory Committee on Transportation (“JPACT”) for recommendation to the Metro Council; now therefore

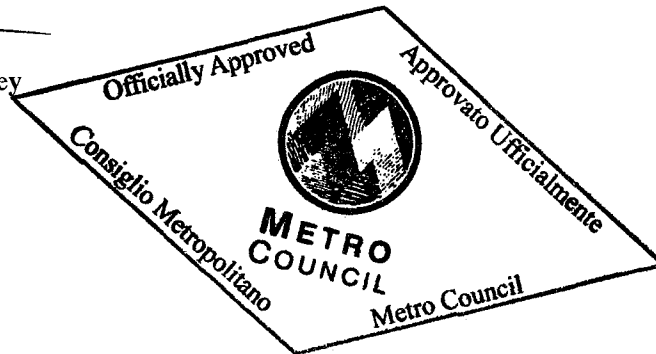
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the FY 2010 UPWP to identify funding amounts and sources allocated through the Metropolitan Transportation Improvement Program (“MTIP”) process to the UPWP’s Southwest Corridor and East

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:**

<b>Requirements:</b>		<b>Resources:</b>	
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>	<b>\$ 983,118</b>	<i>TOTAL</i>	<b>\$ 983,118</b>

**Full-Time Equivalent Staffing**

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

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

**Requirements:**

Personal Services      \$    TBD

Interfund Transfers    \$    TBD

Materials &                \$    TBD  
 Services

    Consultant  
     Miscellaneous  
 Computer                 \$    TBD

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*TOTAL*                    \$    **691,902**

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**Resources:**

Next Corridor            \$        470,098  
 STP c/o  
 14564/14565

                                  \$        150,746  
 11 Next  
 Corridor STP  
 (FFY10)15546

Metro/Local             \$        71,058  
 Match

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*TOTAL*                    \$        **691,902**

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**Full-Time  
 Equivalent  
 Staffing**

Regular Full-Time        TBD  
 FTE

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*TOTAL*                    **TBD**

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**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**  
**FY 2010-11 Unified Planning Work Program Funding Summary -- AMENDED**

8/12/10

ODOT Key #	11 PL ODOT <sup>1</sup>	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	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				
<b>METRO</b>																	
<b>Transportation Planning</b>																	
1	Regional Transportation Plan	294,931	69,808	5,389	-	77,173	200,359	60,467	58,941	-	-	-	-	-	73,163	73,813	914,044
2	Best Design Practices in Transportation	17,821	90,554	16,773	-	-	26,950	7,244	-	-	-	-	-	-	-	20,833	180,175
3	Making the Greatest Place - Transportation Support	2,267	-	-	-	-	32,607	12,000	16,792	-	-	-	-	-	-	11,152	74,818
4	Transportation System Management	144,301	9,701	-	-	36,230	-	-	11,206	-	-	-	-	-	-	1,110	202,548
5	Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-	1,888,422	-	153,104	2,041,526
6	Metropolitan Transportation Improvement Prog	357,666	96,101	4,058	-	7,035	24,081	57,995	90,478	-	-	-	-	-	35,000	31,983	704,397
7	Environmental Justice and Title VI	31,403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31,403
8	Regional Transportation Plan Financing	44,885	-	-	-	-	-	-	-	-	-	-	-	-	41,113	-	85,998
9	Regional Freight Plan	-	77,250	-	-	-	-	-	-	-	-	-	-	-	-	8,842	86,092
<b>Research &amp; Modeling</b>																	
1	Model Development Program	441,582 <sup>2</sup>	122,499	2,053	350,000	3,228	31,201	-	4,325	-	-	-	-	-	430,690	78,318	1,463,898
2	System Monitoring	142,678	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142,678
3	Technical Assistance	-	31,265	-	-	21,369	-	-	5,758	-	-	-	-	-	-	7,609	66,001
4	Economic, Demographic and Land Use Forecasting	145,972	14,509	-	-	-	19,336	17,443	-	-	-	-	-	-	201,987	129,653	528,900
5	GIS Mapping and Land Information	32,929	-	-	-	15,000	68,505	-	37,500	-	-	-	-	-	845,183	719,150	1,718,267
<b>Administrative Services</b>																	
1	Grants Management and MPO Coordination	534,233	447,223	105,799	-	16,681	48,938	10,667	-	-	-	-	-	-	89,150	218,796	1,471,487
<b>Corridor Planning &amp; Development</b>																	
1	Streetcar Methods for Station Planning & Access	-	-	-	-	-	-	-	-	132,914	-	-	-	-	-	33,229	166,143
2	Bi-State Coordination	-	22,679	5,488	-	-	-	-	-	-	-	-	-	-	-	3,224	31,391
3	Project Initiatives	74,684	-	13,484	-	13,284	29,775	693	-	-	-	-	-	-	-	9,160	141,080
4	Southwest Corridor Refinement Plan	-	-	-	-	35,000	-	-	-	-	150,746	400,000	300,000	-	-	97,372	983,118
5	East Metro Corridor Refinement Plan	-	-	-	-	-	-	-	-	470,098	150,746	-	-	-	-	71,058	691,902
	<b>Metro Subtotal</b>	<b>2,265,352</b>	<b>981,589</b>	<b>153,044</b>	<b>350,000</b>	<b>225,000</b>	<b>481,752</b>	<b>166,509</b>	<b>225,000</b>	<b>132,914</b>	<b>470,098</b>	<b>301,492</b>	<b>400,000</b>	<b>300,000</b>	<b>1,888,422</b>	<b>1,716,286</b>	<b>11,725,866</b>
	<b>GRAND TOTAL</b>	<b>2,265,352</b>	<b>981,589</b>	<b>153,044</b>	<b>350,000</b>	<b>225,000</b>	<b>481,752</b>	<b>166,509</b>	<b>225,000</b>	<b>132,914</b>	<b>470,098</b>	<b>301,492</b>	<b>400,000</b>	<b>300,000</b>	<b>1,888,422</b>	<b>1,716,286</b>	<b>11,725,866</b>

\*Federal funds only, no match included.

<sup>1</sup> PL funds include \$499,441 carryover from FY09.

<sup>2</sup> 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.

## **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**

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Date: August 12, 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 January 14, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and on February 25, 2010 by 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 major 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, regional through-trips, 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 ADDTION 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, 201

**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. 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.