

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY) RESOLUTION NO. 11-4235
2010-11 UNIFIED PLANNING WORK)
PROGRAM TO ADD THE COUNCIL CREEK) Introduced by Councilor Barbara Roberts
TRAIL, MULTIMODAL ARTERIAL)
PERFORMANCE MANAGEMENT REGIONAL)
CONCEPT OF TRANSPORTATION)
OPERATIONS, AND THE ALOHA-REEDVILLE)
STUDY AND LIVABILITY COMMUNITY PLAN)
PROJECTS AND MODIFY PROJECT)
DEVELOPMENT LANGUAGE FOR THE)
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM)

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010-11; and

WHEREAS, the FY 2010-11 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the budget elements of the FY 2010-11 UPWP is required to receive federal transportation planning funds; and

WHEREAS, regional flexible transportation funds (Congestion Mitigation and Air Quality Improvement funds) were awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to developing the Council Creek Trail and will be added as shown in Exhibit A; and

WHEREAS, the work to develop a multimodal arterial performance management regional concept of transportation operations is described in the Methodology, Schedule and Products Expected sections of the Transportation System Management and Operations: Mobility Program work element of the FY 2010-11 UPWP and the Regional Transportation Systems Management and Operations Action Plan was adopted as part of the 2035 RTP and will be added as shown in Exhibit B; and

WHEREAS, those funds were adopted by JPACT and the Metro Council as a part of the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to be available to Metro in fiscal year 2010-11; and

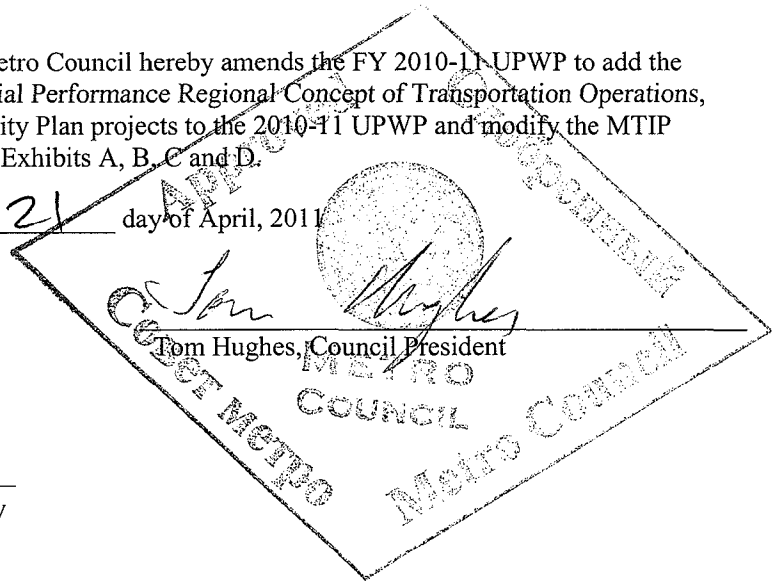
WHEREAS, the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD.) awarded a Community Challenge/TIGER II grant to Washington County (OR) in October, 2010 for the Aloha-Reedville Study and Livability Plan project as shown in Exhibit C; and

WHEREAS, these projects were not incorporated into the adopted FY 2010-11 UPWP; and

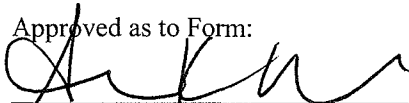
WHEREAS, the work described in the Methodology, Schedule and Products Expected sections of the MTIP work element of the FY 2010-11 UPWP need to be modified as shown in Exhibit D; now therefore

BE IT RESOLVED that the Metro Council hereby amends the FY 2010-11 UPWP to add the Council Creek Trail, Multimodal Arterial Performance Regional Concept of Transportation Operations, and Aloha-Reedville Study and Livability Plan projects to the 2010-11 UPWP and modify the MTIP work element as shown in the attached Exhibits A, B, C and D.

ADOPTED by the Metro Council this 21 day of April, 2011



Approved as to Form:


Alison Kean-Campbell, Metro Attorney

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF FOREST GROVE
COUNCIL CREEK REGIONAL TRAIL COMMITTEE**COUNCIL CREEK REGIONAL TRAIL****Description:**

This project would entail the production of a report with preliminary design costs estimates for a multi purpose (bike, walking, and potentially equestrian sections) trail extension of approximately 15 Miles. The corridor is located at the western edge of the Portland/Metro region. It extends from the City of Hillsboro (existing HCT (“Max”) system), through Washington County, the City of Cornelius, City of Forest Grove, to City of Banks, connecting to existing Banks/Vernonia State Trail and Stub Stuart State Park, a distance of approximately 15 Miles.

Objectives:

The purpose of the Council Creek Regional Trail study is to plan the trail to serve as a primary alternative transportation and recreational conduit for bicycle, pedestrian, and potentially equestrian. The study will explore route alternatives, address preliminary design criteria, and identify a preferred alignment. Basic scope elements of the project include: field surveys of the corridor, collecting traffic info, funding/cost estimates, property mapping/ROW report, identify existing publicly owned ROW in study area, identify potential alternative transportation users, surveying preliminary ROW and easement requirements, and environmental review.

Previous Work:

The Council Creek Trail was nominated a regional trail in the fall of 2001 and adopted/approved by Metro in the spring of 2002. Since early December 2007, this type of regional trail project has been receiving increased attention. Metro, the regional planning agency, developed a Committee to help set priorities and strategies for trails throughout the metropolitan region. The priorities culminated from a series of workshops and meetings between City’s, County’s, interest groups, and the Metro Trails Committee. During this time an ad hoc Council Creek Regional Trails committee was formed and able to include the Council Creek Regional Trail as a priority in the region. Numerous letters of support have been collected including Washington County, Metro, City of Hillsboro, City of Cornelius, City of Forest Grove, City of Banks and Northwest Area Commission on Transportation (NWACT). Furthermore, local funding has already been pledged to initiate this project.

Methodology:

A consultant with experience in trail, land use, environmental, and traffic planning, design, and engineering will be hired to perform the study.

Tangible Products Expected in FY 2010-11:

- Consultant selection and scope development. (FIRST QUARTER)
- Public involvement and input. (ONGOING)
- Feasibility study of route alternatives. (SECOND/THIRD QUARTERS)
- Preliminary Design Concept (THIRD QUARTER)
- Cost estimate. (SECOND/THIRD QUARTERS)
- Completed Report (FOURTH QUARTER)

Entity/ies Responsible for Activity:

City of Forest Grove – Lead Agency

Council Creek Regional Trail Committee (Washington County, City of Hillsboro, City of Cornelius, City of Forest Grove and City of Banks) –Cooperative/Collaborate

Metro – Cooperate/Collaborate

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF FOREST GROVE
 COUNCIL CREEK REGIONAL TRAIL COMMITTEE

- City of Beaverton – Cooperate/Collaborate
- Washington County – Cooperate/Collaborate
- Oregon Department of Transportation – Cooperate/Collaborate
- Oregon Parks and Recreation Department - Cooperate/Collaborate

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

FY 2010-11 Costs and Funding Sources:

| | | | | | | |
|----------------|--------------------------------------|-----------|----------------|-------------------|-----------|----------------|
| 2010-11 | Requirements: | | | Resources: | | |
| | Personal Services | \$ | | STP | \$ | 218,444 |
| | Interfund Transfers | \$ | | Local Match | \$ | 25,002 |
| | Materials & Services | \$ | 243,446 | | | |
| | Consultant | | 243,446 | | | |
| | TOTAL | \$ | 243,446 | TOTAL | \$ | 243,446 |
| | Full-Time Equivalent Staffing | | | | | |
| | Regular Full-Time FTE | | | | | |
| TOTAL | | | | | | |

MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS**MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS****Description:**

The Multimodal Arterial Performance Management Regional Concept of Operations (RCTO) is one of the first steps in realizing the 10-year strategic vision laid out in the Regional TSMO plan. The RCTO will guide the region on deployment of solutions that will result in improved multimodal arterial performance measurement that can be used to:

- Facilitate the transportation choices of travelers;
- Improve operations of the system by transportation managers (especially for considering the multimodal environment);
- Enhance emergency response by public safety officials;
- Inform transportation modeling tools; and
- Support investment decisions.

While the Regional TSMO Plan provides general guidance on the location and types of ITS investments, it lacks detail regarding how to implement multimodal arterial performance measurement on a regional scale. The intent of the RCTO is to provide the “how-to” guide for implementation of a regional arterial performance management system. The RCTO is a critical precursor to continued investment in the ability to measure performance and learn from implementation of other applications like transit or freight priority, adaptive or responsive control, and other signal timing changes. The RCTO is intended to gain regional agreement on operational objectives, physical improvements, procedures, and resource arrangements. Examples of questions that need answers include:

- What are the agreed upon outcomes and performance measures?
- What are the best technologies to collect the information necessary?
- How do we leverage existing infrastructure and mainstream the collection of data?
- How do we fuse data from different sources (transit, freeway, other) into a complete picture for system management?
- What are the institutional agreements and resources necessary to implement and maintain an arterial performance management system?

There is a critical need for regionalism in the implementation of this RCTO. Partnership between the ODOT, Metro, Portland State University and the other TransPort agencies are critical to the success of this project. Ultimately, the success of this project will be determined by how effectively the concepts are integrated into typical practice and are used to further understand our transportation system.

Objectives

Transportation Operations Objectives

- Identify the equipment necessary to measure multimodal performance of street system (primarily focused on arterial street system).
- Provide a proof of concept that allows agencies to assess accuracy of traveler information.
- Using knowledge about existing communications infrastructure, describe investments necessary to facilitate transfer of data from the field to the ITS Network.
- Identification of costs associated with potential systems to assess applicability on a regional scale.
- Identify procedures and institutional arrangements to support development and operation of the system on a regional scale.

Planning Objectives

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

METRO

MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS

- Advance the state of practice by creating guidelines for application of a multimodal arterial performance management system.
- Create consensus on arterial performance measures.
- Form consensus on where/when/how arterial performance should be applied and integrated with existing infrastructure and/or future investments.
- Enhance region's capacity to consider multimodal system operations to focus investments towards the desired outcomes. This could also provide information that allows comparison of TSMO projects with conventional capital projects.
- Consider the use of a multimodal performance system as a precursor to measuring GHGs involved in transportation operations.

Previous Work:

The Regional Transportation System Management and Operations (TSMO) Plan, adopted in June 2010, provides the Portland metropolitan area with a 10-year strategic investment guide focused on the region's Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) infrastructure and programs. The plan provided a list of improvements that will result in cost effective multimodal solutions to address congestion, safety and greenhouse gas emissions by optimizing ITS and TDM investments. The planning effort completed as a part of that project went beyond individual ITS treatments to create a *system* that is efficient, sustainable, and reflective of the unique vision and values of our community.

Methodology:

Metro will serve as project manager for this effort, with significant support from TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC). The City of Portland will provide staff and equipment as necessary for a demonstration project within its jurisdiction.

There is a critical need for this project as the region continues investment in TSMO strategies. Application of multimodal arterial performance measurement on corridors will be important to improving the prioritization of investments both for ITS specific projects and capital projects. The RCTO will provide a road map that all future projects within the region can build into their scopes, which will result in improved data that can be used for planning, operations, and maintenance purposes. It will also provide direct inputs that can be used to address environmental performance measures.

The development of the RCTO will be coordinated with other TSMO regional initiatives. This should include the current ongoing efforts associated with the ODOT Innovations Program, the Oregon Transportation Research & Education Consortium (OTREC) Data Fusion project, and the TriMet Automatic Vehicle Location (AVL) system upgrade. This RCTO will support the Regional TSMO Plan and should be used specifically to identify equipment and procedures necessary to implement projects that will be built as a part of this effort as well as upcoming capital projects that are in the Regional Transportation Plan (RTP).

The issue of performance measurement related to transportation operations has been gaining momentum on a national scale and there is already a significant body of work. The National Cooperative Highway Research Program (NCHRP) Project 3-79 is a significant source that can be used in this effort, but it stops short of addressing the multimodal aspects that will be vital to meeting the region's goals for this project. It is expected that the early tasks in this project will take advantage of rather than duplicate other efforts, but that significant effort will be needed to evaluate emerging techniques that can address the broad spectrum of issues that are important to this region.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

METRO

MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS

Tangible Products Expected in FY 2010-11:

- Scope of work (THIRD QUARTER)
- Consultant selection process (FOURTH QUARTER)
- Stakeholder committee formation (FOURTH QUARTER)
- Stakeholder workshop to gain consensus on desired performance data (FOURTH QUARTER)
- Alternative proof of concept selection criteria (FOURTH QUARTER)
- Objectives and alternative selection criteria documentation (FOURTH QUARTER)

Entities Responsible for TSMO Activity:

Metro – Lead Agency
 City of Portland – Technical Lead
 ODOT – Contract Manager
 TransPort – Cooperate/Collaborate

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

FY 2010-11 Costs and Funding Sources:

| | | | | | | | |
|----------------|---|-----------|----------------|--|-------------------|-----------|----------------|
| 2010-11 | Requirements: | | | | Resources: | | |
| | Personal Services | \$ | | | CMAQ | \$ | 150,000 |
| | Interfund Transfers | \$ | | | | | |
| | Materials & Services Consultant \$150,000 | \$ | 150,000 | | | | |
| | TOTAL | \$ | 150,000 | | TOTAL | \$ | 150,000 |
| | Full-Time Equivalent Staffing | | | | | | |
| | Regular Full-Time FTE | | | | | | |
| | TOTAL | | | | | | |

Aloha-Reedville Study and Livable Community Plan – TIGER II (FHWA) and Community Challenge (HUD) Grants**Description:**

The Aloha-Reedville Study and Livable Community Plan is a jointly funded study between the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD.) The joint grant is the Community Challenge/TIGER II grant awarded to Washington County (OR) in October, 2010.

The Aloha-Reedville Study and Livability Plan project will examine how existing conditions, community aspirations and emerging urban service and planning opportunities provide prospects for fulfilling regional sustainability objectives, and develop strategies that address livability issues impacting the local community. The project will explore the area's potential to achieve its 2040 regional objectives and prosper through improved infrastructure, preservation and targeted investment in affordable housing, cohesive governance and private redevelopment investments.

This project will develop a local plan and strategies for housing, redevelopment, corridors and town centers, and transportation for the Aloha-Reedville area that promote livability and sustainability, with a focus on affordable housing and addressing inequities in access to local opportunities and resources.

The Aloha-Reedville area is located primarily in an unincorporated urban area of Washington County between Hillsboro and Beaverton, the fifth and sixth largest cities in Oregon State. The study area includes one 2040-designated town center, three light rail station areas, four designated corridors, and one regionally-significant employment center.

Despite strategic advantages, the Aloha-Reedville community is an area that has begun to show signs of physical and economic decline. In this area, a significant percentage of the population lives below the poverty level in rental housing and is on public assistance (2000 Census data), all of which are indicators of the need for investments that will improve the quality of life and economic vitality for Aloha-Reedville residents. Opportunity Maps created for the 2010-2015 Washington County Consolidated Plan indicate that the area suffers for low and/or inconsistent opportunity in several respects, including inconsistent sidewalk coverage and transit access, limited nutritious food sources, inadequate access to child care, high numbers of children receiving free or reduced lunch, and low math and reading test scores. The 2010 Census and survey research conducted as part of this project will provide specific baseline information regarding which areas should be targeted for redevelopment, including improvements in housing, service levels, and infrastructure.

At this time, although some physical and economic decline has begun to occur in the community, we don't know why existing plans for Aloha-Reedville have not realized the area's full potential in terms of commercial, office and residential development, or why redevelopment of existing, aging structures has not occurred. There is not adequate data to clearly identify inequities in access to housing, transit, services, and employment opportunities, or develop strategies to effectively fill gaps in housing, service, and employment needs and provide meaningful programs to assist low-income and special-needs residents in becoming self-sufficient and stable community members.

The proposed study will work with economic analysts and the community to better understand the issues, needs, opportunities and constraints, and will develop potential alternatives for addressing the problem(s). These efforts will develop strategies to target public and private investment in developments, programs, and services that residents want and need. These efforts will pave the way for development and redevelopment requests and building permits, and new businesses, employment opportunities, and

services. The targeted nature of the plans will provide effective results by identifying strategic opportunities that would leverage multiple objectives.

Objectives:

- a. **Provide More Transportation Choices**
The project will identify and develop plans for streetscape improvements in the study area that will create opportunities safer and more enjoyable bike and pedestrian travel and improved access to existing transit routes. Data to support this outcome will include the number of bicycle, pedestrian, and transit access improvements identified during the planning process and included in the final strategies.
- b. **Promote equitable, affordable housing**
The project will identify and collect baseline data on number affordable housing units, their physical condition, and their surroundings. The project will also develop strategies for preserving the existing supply of affordable housing, as well as strategies for increasing and improving affordable housing opportunities in the study area. Data to support this outcome will track the project's impact on affordability and accessibility, and will include number of affordable housing units and the percent of total housing units that are affordable in the study area.
- c. **Enhance Economic Competitiveness**
The project will enhance economic competitiveness by developing an economic development strategy for corridors and town centers that identifies market opportunities, targets sites for development and/or redevelopment, and creates plans to increase nearby residential opportunities and improve local streetscape and infrastructure to provide greater customer base and improved access for both customers and employees. Data to support this outcome will include number of economic development strategies developed during the planning process and included in the final plan.
- d. **Support Existing Communities**
The project will identify the needs of the estimated 50,000 area residents and create plans and strategies to meet those needs and fulfill community aspirations. Data to support his outcome will include the number of improvements identified during the planning process and included in final plans, as well as number of new and/or updated Urban Service Agreements for the plan area.
- e. **Coordinate Policies and Leverage Investment**
The project will coordinate with several existing and emerging local and regional plans and help maximize the impact of those efforts. One focus of the Aloha-Reedville Study is identifying strategies that will help the area meet its 2040 goals. The project will also develop a Housing Equity and Opportunity strategy that is compatible with the regional strategy that will be developed under the Sustainable Communities Regional Planning Grant Program activities. The Aloha-Reedville Study will also coordinate with the City of Hillsboro's Refinement Plan for Tualatin Valley Highway (funded by a \$331,000 Transportation Growth Management grant) and respond to High Capacity Transit planning concepts developed regionally. Data to support this outcome will include number of reports and/or strategies developed that can be incorporated into other plans, and the number of inputs from other projects that are used in the Aloha-Reedville Study process.
- f. **Value Communities and Neighborhoods**
The project will include intensive public outreach and involvement efforts to engage the local business community and area residents, with targeted outreach to low-income, immigrant, minority, and special-needs communities. This effort will insure that the feedback, suggestions, and strategies developed are an accurate reflection of the unique values and aspirations of the Aloha-Reedville community. Data to support this outcome will track the project's increased participation and decision-making by traditionally marginalized populations, and will include

increase in number of traditionally-underrepresented populations that participate in the planning process.

Previous Work:

Metro's 2040 Growth Concept (adopted 1995) was developed to guide long-range growth in the Portland Metro region, including Multnomah, Clackamas, and Washington Counties. Metro 2040 policies are designed to encourage safe and stable neighborhoods for families, compact development, a healthy economy, protection of farms, forests, rivers, streams and natural areas, a balanced transportation system, and housing for people of all incomes in every community. The Urban Growth Management plan (adopted 1996) established specific tools and requirements for local governments to help communities meet the goals set forth in the 2040 plan. The Regional Framework Plan (adopted 1997) brings all of Metro's regional planning policies and requirements.

A hierarchy of mixed-use, pedestrian friendly Central, Regional, Town, and Neighborhood centers that are connected by transit corridors are fundamental to the 2040 Growth Plan. Corridors and Station Area Communities are intended to be higher-density areas with quality pedestrian environments, good transit access, and a mix of jobs, housing, and other uses that serve the needs of local residents as well as those passing through. The 2040 Housing Choice fundamental includes goals to provide diverse housing options and affordable homes in every jurisdiction.

In 2008, Washington County and its constituent cities, special districts and Metro participated in an Urbanization Forum to discuss governance and growth management issues for existing and future unincorporated urban areas. The Urbanization Forum formed a Steering Committee and a working group and conducted a series of public meetings to formulate proposed policies pertaining to the quality and delivery of public services by service providers and governing institutions, and the quality of urban life and amenities of residents and communities within existing and future urban areas. As a direct result of these discussions, the Board of County Commissioners adopted Resolution No. 09-68 in 2009, which outlines consensus provisions for growth management and governance of existing and future urban areas.

Recognizing the county's limited resources for and long-standing policies regarding the provision of municipal level planning services, the Urbanization Forum Steering Committee provided the following recommendations related to planning in the county's urban unincorporated areas:

- Concentrate on areas of greatest need and opportunity
- Evaluate service needs and options
- Work with the broader public to explore alternatives
- Pursue grant monies to support a project for the Aloha-Reedville area

The Aloha-Reedville Study and Livable Community Plan will build upon the resolution of the Urbanization Forum and advance its "big picture" objectives. The proposed 3-year project will benefit county jurisdictions and the region by supporting and advancing the achievement of regional development goals and outcomes for centers and corridors, specifically those articulated in Metro's Great Communities concepts.

Methodology:

The Aloha-Reedville Study and Livability Plan will begin by conducting extensive existing conditions research and establish baseline metrics that will be used evaluate program outcomes. The first phase of the project will also include significant outreach to a representative group of service districts, residents, businesses and community organizations to evaluate service needs and options in the Aloha-Reedville community, and develop a strategy for providing intensive public participation in the

OTHER PROJECTS OF REGIONAL SIGNIFICANCE**WASHINGTON COUNTY
ALOHA-REEDVILLE STUDY AND LIVABLE COMMUNITY PLAN**

project as it moves forward. Targeted outreach efforts will be directed at low-income, minority, and special-needs populations. Project Advisory and Technical Advisory Committees will also be established.

As the project moves forward, project staff will work with the broader public to explore alternatives for strategic infrastructure investment and partnerships for revitalization. Special outreach efforts will continue to insure that underrepresented communities are able to participate meaningfully through workshops and other engagement activities.

Areas of particular focus will be the Aloha town center and the corridors of Baseline Road, Tualatin Valley Highway, 185th Avenue and Farmington Road. Tualatin Valley Highway is the route of TriMet's eighth most-ridden bus line (#57), and is identified as a "Next Phase Regional Priority Corridor" in Metro's Regional High Capacity Transit (HCT) System Plan. The Aloha-Reedville Study project will set the stage for regional HCT planning along Tualatin Valley Highway by assessing the area's land use and population capacity to support HCT and by integrating changes to housing and other land use patterns to make the corridor more HCT supportive. This project will be a collaborative planning effort between Washington County, the Housing Authority of Washington County, the Cities of Beaverton and Hillsboro and other affected agencies (e.g. ODOT and TriMet), with the county acting as lead administrator.

Tangible Products Expected in FY 2010-2011:

- Detailed Scope-of-Work indicating tasks, staff assignments, anticipated TIGER II funding and County in-kind match for the projects three phases
- Consultant Requests for Proposals for Phase 1 identified tasks
- Consultant Contracts for Phase 1 identified tasks
- Project advisory groups formation (internal review and decision-making groups, key stakeholder project advisory group, technical advisory group)
- Coordinate efforts with City of Hillsboro TGM Tualatin Valley Highway Corridor Refinement Planning efforts (INITIATE and ONGOING)
- Develop and launch Aloha-Reedville website (www.co.washington.or.us)

Entities Responsible for Activity:

Washington County Department of Land Use and Transportation – Grantee and Project Management

Washington County Department of Housing Services – (HUD Grantee)

Federal Highway Administration – Grantor/Reporting

Department of Housing Services and Urban Development – Co-Grantor/Reporting

Oregon Department of Transportation – Coordinate/Collaborate

TriMet – Cooperate/Collaborate

Metro – Cooperate/Collaborate

City of Beaverton – Collaborate

City of Hillsboro – Coordinate/Collaborate

Other stakeholders:

Committee for Citizen Involvement (CCI) – OSU Extension

Citizen Participation Organizations 6 & 7

Organizations providing social services, healthcare

Aloha – Reedville Business Association

Aloha – Reedville Interfaith organization

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

WASHINGTON COUNTY
ALOHA-REEDVILLE STUDY AND LIVABLE COMMUNITY PLAN

City of Hillsboro Chamber of Commerce
 City of Hillsboro Hispanic Chamber of Commerce
 City of Beaverton Chamber of Commerce
 Beaverton School District
 Hillsboro School District
 Urban Roads Maintenance Advisory Committee (URMDAC) - Washington County
 Washington County Department of Health and Human Services
 Washington County Office of Community Development
 Washington County Cooperative Library Services
 Washington County Sheriffs Office
 Tualatin Valley Fire and Rescue
 Clean Water Services
 Tualatin Hills Parks and Recreation District
 Organizations serving minority, elderly, disabled, and non-English speaking residents needs
 Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

FY 2011 – 2013 Funding Sources

| | Funding Source | |
|----------------|--|-----------------------|
| 2010-13 | <i>Washington County In-kind Match (personnel)</i> | \$801,907.00 |
| | <i>Metro Construction Excise Tax Award, June 2010</i> | \$442,000.00 |
| | <i>Federal Highway Administration TIGER II Grant</i> | \$1,500,000.00 |
| | <i>Department of Housing and Urban Development Community Challenge Grant</i> | \$500,000.00 |
| | TOTAL | \$3,243,907.00 |

I. TRANSPORTATION PLANNING**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM****METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM****Description:**

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP is a multi-year program that allocates federal and state funds available for transportation system improvement purposes in the Metro region. Updated every two years, the MTIP allocates funds to specific projects, based upon technical and policy considerations that weigh the ability of individual projects to implement regional goals. The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality laws. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies, as well as significant public-involvement efforts, consistent with Metro's public involvement plan.

Objectives:

Work in a cooperative, continuous, and comprehensive process to prioritize projects from the RTP for funding. (ONGOING)

MTIP/STIP Update: Provide a transparent and technically rigorous process to prioritize projects and programs from the 2035 RTP to receive transportation funding to be programmed, pending air quality conformity, in the 2012-15 TIP. This includes regional flexible funds and funds administered by ODOT, TriMet and SMART. (Spring 2011)

Database Maintenance: Metro will track essential project programming, amendment, and obligation information as well as revenue information to better schedule project implementation activities and ensure a fiscally constrained MTIP is maintained. (ONGOING)

2010-13 MTIP: Effectively administer the existing MTIP, including:

- Programming transportation projects in the region consistent with Federal rules and regulations. (ONGOING)
- Ensure funding in the first two years of the MTIP is available or committed and that costs are programmed in year-of-expenditure dollars. (ONGOING)
- Continue to coordinate inter-agency consultation on air quality conformity. Conduct public outreach, reports, and public hearings required as part of the conformity process. (AMENDMENTS: ONGOING)
- Maintain a financial plan to balance project costs with expected revenues. (ONGOING)
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process. (ONGOING)
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process. (ONGOING)

Previous Work:

With the update of the 2035 RTP, a second major update of MTIP policies and review criteria was completed for the 2010-13 MTIP. The MTIP policy update and process to prioritize projects from the RTP for funding within the 2010-13 MTIP directed a new outcomes-based evaluation process for the allocation of regional flexible funds focused on four objectives: regional mobility corridors, mixed-use area implementation, industrial and employment area implementation, and environmental mitigation.

The allocation of regional flexible funds also included further refinements to improve the on-time, on-budget delivery of local projects funded with urban Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, stemming from recommendations of a 2006 TPAC analysis. This includes improved outreach and communication with implementing agencies and ODOT

I. TRANSPORTATION PLANNING

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

local program staff on project delivery expectations and improvements to applicant project cost estimating methods.

Metro staff led the project selection process and programming of transportation funds in the Metro region allocated through the American Recovery and Reinvestment Act (ARRA) in 2009-10. This included \$38 million distributed through the MPO, \$44 million of transit funding administered by TriMet and SMART and \$63 million of funding administered by ODOT for projects in the Metro area. This was a substantial increase in workload without any additional funding allocated to Metro for administration of these funds.

FY2009-10 is expected to achieve the adoption of the 2010-13 MTIP and federal approval of its air quality conformity findings. The 2010-13 MTIP includes programming of new projects funded with \$65 million in regional flexible transportation funds, ODOT Administered funds, and TriMet and SMART administered funds in the Metro area.

Improved CMAQ eligibility and annual reporting processes have been developed in cooperation with the ODOT environmental division and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) staff. An improved project and financial plan database has been created and Metro staff has been loading historical and current data into the database. Metro staff has been working with partner agency staff to establish protocols for the exchange and management of data, as well as confirming existing data as it is loaded into the database.

MTIP staff also participated in the update to the RTP in 2008-10 in order to ensure strong linkages between the plan and programming of funds through the MTIP. Metro staff participated in the development of a detailed statewide template for an agreement between ODOT, MPO's and Public Transit Agencies for the development and maintenance of financial plans and obligation reports. This will serve as the basis for updating the existing Planning agreement between ODOT, Metro, TriMet and SMART with the more specific protocols from the statewide template in the coming year. Metro staff also participated in the review of the ODOT Local Government Section's relationship to MPO's in the state and the development of a potential MPO-ODOT LGS agreement for further improvement to project delivery of local federal-aid projects.

Metro also provides support to ODOT and local agencies on the planning phase of local project delivery to help prepare local projects for successful implementation during the preliminary engineering through construction phases. This support is in the form of review and recommendations for approval of scope, schedule and budget of agency and consultant work and review of invoices for reasonable progress. Metro and ODOT are updating the regional planning agreement to document this support role. Roles and responsibilities for administering these project development activities are summarized below in the "Entities Responsible for Activity" section. This language applies to all project development planning activities included in the "Other Projects of Regional Significance" in this UPWP unless superseded by an Intergovernmental Agreement that specifies different administrative responsibilities.

Methodology:

The MTIP is updated and maintained through extensive cooperation and collaboration with partner agencies, a rigorous public involvement process, and administrative procedures such as the maintenance of TransTracker, the new project and financial database.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2010-11:

- Update 2012-15 MTIP Policy Report to reflect new financial strategies and policies from the 2035 Regional Transportation Plan.

I. TRANSPORTATION PLANNING METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

- Allocate regional flexible funds (Urban-STP and CMAQ funds) to local projects and programs with funding authority from FFY 2014 and 2015. (Spring 2011)
- Collaborate with ODOT, TriMet and SMART on the selection of projects and programs with funding authority from FFY 2014 and 2015. (Spring 2011)
- Establish eligibility of projects for CMAQ funds prior to programming in the MTIP. (Summer 2011)
- Publish an annual obligation report utilizing visualization techniques. (DECEMBER 2010)
- Report on CMAQ project progress and resultant emission reduction benefits. (DECEMBER 2010)
- Update the regional Planning agreement to include detailed protocols from the statewide financial plan and obligation report agreement template.
- Negotiate a new agreement with the ODOT Local Government Section office on roles, responsibilities and protocols for the improved delivery of federal local program projects.

Entity/ies Responsible for Activity:

Metro – Product Owner / Lead Agency
Oregon Department of Transportation – Cooperate / Collaborate
TriMet – Cooperate/Collaborate
South Metro Area Regional Transit – Cooperate / Collaborate

Other Stakeholders:

Local partner agencies and members of the public
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Metro Committee for Citizen Involvement (MCCI)
Joint Policy Advisory Committee on Transportation (JPACT)
Transportation Policy Alternatives Committee (TPAC)
Oregon Transportation Commission (OTC)
Oregon DEQ
US Environmental Protection Agency (EPA)
Organizations involved with minority and non-English speaking residents

For project development planning activities summarized in the "Corridor Plans and Projects of Regional Significance" section of the UPWP, the following administrative roles and responsibilities apply. Metro Planning & Development shall:

- Ensure project development planning activity is properly included in the UPWP
- Ensure the scope and budget addresses relevant contingencies of the project development award
- Assign a Project Manager to all project development plans
- Coordinate with ODOT project development manager on the programming of project development plan funding and assignment of work to ODOT project manager.

Metro Project Manager shall:

- Participate in meetings as necessary for development of plan scope, schedule and budget.
- Organize Metro staff participation in project development planning activities as defined in the scope and budget.
- Communicate to ODOT project manager:
 - Recommendation of approval of the Local Agency's scope, schedule, and budget
 - Recommendation of approval of the Consultant scope, schedule, and budget
 - Review of tasks/work invoiced for payment is consistent with scope, schedule and budget and provide recommendation of payment based on consistency

I. TRANSPORTATION PLANNING METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

- Approval of all amendments/change orders
- Approval of the Quarterly Reports as submitted by the local agency project manager

ODOT shall:

- Assign a Project Manager from Local Agency Liaison Section to be lead project manager on all project development plans
- Ensure all project development plans have a consistent administrative process at ODOT

ODOT Project Manager shall:

- Carry-out the project development plans in a process similar to that which already exists for capital projects, with the exception of the following:
 - Approve billing invoices upon Metro recommendation and review of eligibility and ODOT contract rules
 - Include Metro project manager on all project related correspondence and meetings
 - Ensure Metro project manager approves Local Agencies scope, schedule, and budget
 - Ensure Metro project manager verifies adequacy of implementing scope, schedule, and budget and recommends payment of billing invoices
 - Ensure Metro project manager approves all amendments/change orders
 - Ensure Metro project manager receives a copy of Quarterly Report

Lead Agency/Product Owner shall:

- Assign a Project Manager
- Enter into an intergovernmental agreement with ODOT for administration of the project

Lead Agency/Product Owner Project Manager shall:

- Propose a project scope, schedule and budget consistent with the original application for project funds
- If using consultant services, propose a project scope, schedule and budget for those services and comply with state and federal procurement rules
- Manage consultant services for completion of tasks within scope, schedule, budget and eligible expenses
- Submit invoices for payment (agency and consultant) to Metro and ODOT project managers
- Submit Quarterly reports on time to Metro and ODOT project managers
- Submit change orders to Metro and ODOT project managers
- Include Metro project manager on all project related correspondence and meeting announcements

Cost and Funding Sources:

| | | | |
|-----------------------------|-------------------|-------------------|-------------------|
| Requirements: | | Resources: | |
| Personal Services | \$ 525,690 | PL | \$ 357,711 |
| Interfund Transfers | \$ 142,835 | STP | \$ 100,159 |
| Materials & Services | \$ 34,535 | Section 5303 | \$ 82,076 |
| Printing/Supplies \$20,000 | | ODOT Support | \$ 7,035 |
| Ads & Legal Notices \$6,000 | | TriMet | \$ 90,478 |
| Miscellaneous \$8,535 | | Metro | \$ 31,938 |
| Computer | \$ 1,338 | Other | \$ 35,000 |
| TOTAL | \$ 704,397 | TOTAL | \$ 704,397 |

Full-Time Equivalent Staffing:

| | |
|-----------------------|-------------|
| Regular Full-Time FTE | 5.07 |
| TOTAL | 5.07 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4235, FOR THE PURPOSE OF AMENDING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM TO ADD THE COUNCIL CREEK TRAIL, MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS, AND THE ALOHA-REEDVILLE STUDY AND LIVABILITY COMMUNITY PLAN PROJECTS AND MODIFY PROJECT DEVELOPMENT LANGUAGE FOR THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: April 7, 2011

Prepared by: Josh Naramore
(503) 797-1825

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”).

This resolution is a package of amendments to the FY 2010-11 Unified Planning Work Program (UPWP). It adds the following three projects: Council Creek Trail, Multimodal Arterial Performance Regional Concept of Transportation Operations, and the Aloha-Reedville Study and Livability Community Plan. The resolution would also modify the project development language of the Metropolitan Transportation Improvement Program (MTIP) UPWP narrative.

The Council Creek Trail was awarded regional funds as part of the 2012-13 regional flexible funds allocation process. As part of Resolution 10-4150A adopting the 2010-13 MTIP, the Council Creek Trail funds were programmed for fiscal year 2010-11 that runs from October 1, 2010 – September 30, 2011. The FY 2010-11 UPWP had already been adopted and does not include Council Creek Trail project. This project is included as part of the draft FY 2011-12. The proposed UPWP narrative for the Council Creek Trail is included in Exhibit A.

A natural expansion of the region’s performance measurement capabilities, beyond PORTAL and other freeway-based facilities, is to the major arterials across the region. Arterial performance measurement in the form of travel times, travel speed, and potentially origin-destination data will support engineering, and planning decision-makers, enabling more efficient investment of limited funds. The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by Metro Council Ordinance No. 10-1241B includes the Regional Transportation Systems Management and Operations (TSMO) Action Plan. One of the high priority actions in the plan is to begin work on developing a regional concept of transportation operations (RCTO) for multimodal arterial performance. Funds allocated as part of the regional TSMO programs share of the regional flexible funds have been prioritized to fund the beginning of this work. The proposed UPWP narrative for the multimodal arterial performance RCTO are included in Exhibit B.

In October 2010, Washington County was awarded a Community Challenge/TIGER II grant from the Federal Highway Administration and the Department of Housing and Urban Development for the Aloha-Reedville Study and Livability Community Plan. This project will examine how existing conditions, community aspirations and emerging urban service and planning opportunities provide prospects for fulfilling regional sustainability objectives, and develop strategies that address livability issues impacting the local community. The project will explore the area’s potential to achieve its 2040 regional objectives

and prosper through improved infrastructure, preservation and targeted investment in affordable housing, cohesive governance and private redevelopment investments. This project will develop a local plan and strategies for housing, redevelopment, corridors and town centers, and transportation for the Aloha-Reedville area that promote livability and sustainability, with a focus on affordable housing and addressing inequities in access to local opportunities and resources. The proposed UPWP narrative for the Aloha-Reedville Study and Livability Community Plan are included in Exhibit C.

Additionally, Metro staff has prepared clarifying language intended to simplify Metro's administration of the project development process. The proposed new language is underlined in Exhibit D.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents**

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. 10-4150A: FOR THE PURPOSE OF ADOPTING THE CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted by the Metro Council June 10, 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 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 by the Metro Council June 10, 2010.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence work on these projects between now and June 30, 2011, in accordance with established Metro priorities.

4. **Budget Impacts** – None anticipated.

RECOMMENDED ACTION

Approve Resolution No. 11-4235 and amend the FY 2010-11 UPWP.