

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY ) RESOLUTION NO. 12-4366  
2012-13 UNIFIED PLANNING WORK )  
PROGRAM (UPWP) TO ADD FUNDING FOR ) Introduced by Chief Operating Officer Martha  
THE OR 8/47 INTERSECTION IMPROVEMENT ) Bennett with the concurrence of Council  
PROJECT ) President Tom Hughes

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 2012-13; and

WHEREAS, the FY 2012-13 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2012-13 UPWP is required to receive federal transportation planning funds; and

WHEREAS, regional flexible transportation funds (Urban – Surface Transportation Funding) were awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to the City of Forest Grove; and

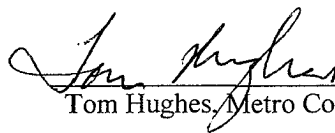
WHEREAS, those funds were adopted by JPACT and the Metro Council as a part of the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to be available to Metro in fiscal year 2013; and

WHEREAS, a planning phase for this project has recently been identified and therefore the OR 8/47 intersection improvement project was not included in the adopted FY 2012-13 UPWP;

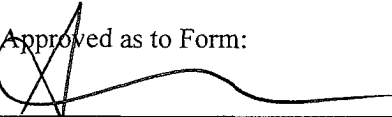
WHEREAS, all Federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2012-13 UPWP; now therefore

BE IT RESOLVED that the Metro Council hereby amends the FY 2012-13 UPWP to add the OR 8/47 intersection improvement project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 13<sup>th</sup> day of September, 2012

  
Tom Hughes, Metro Council President

Approved as to Form:

  
Alison Kean Campbell, Metro Attorney



**OR 8/47 Intersection Improvement Project****Description:**

There is a need for improving safety, operations, and capacity where the intersection of Regional Freight Corridors 23 (Hwy 47 or Quince St.) and Regional Freight Corridor 24 (Hwy 8 or Pacific Ave) come together. This intersection is not only significant because of its close proximity to the City Industrial Park, but because it is the primary through-route for freight traveling to and from Highway 26, the Oregon Coast, and areas south of Forest Grove. This improvement project meets the highest level criteria of reducing freight vehicle delay by addressing a bottleneck at an intersection of two freight routes. Additionally, the project will add a new pedestrian crossing where currently none exist.

**Objectives:**

The first phase (i.e. development phase) of the project has three main objectives: research/analysis, development of key design elements, and completion of a project prospectus. The first phase includes a 30% design of the improvements and the second phase of the project will be final design and construction.

**Previous Work:**

No formal work has occurred on this project yet. Some preliminary planning, traffic count collection, and cost estimating was completed during the development of application for funding.

**Methodology:**

A consultant with experience in traffic planning, design, and engineering will be hired for the project. The initial project phase entails completing a planning phase including 30% design for intersection Improvements. The initial project phase includes data collection and analysis, design element development, and preparation of project prospectus. Later phase includes final design and construction.

**Tangible Products Expected in FY 2012-13:**

- Research/Analysis
- Design Element Development
- Project Prospectus

**Entity/ies Responsible for Activity:**

City of Forest Grove – Lead Agency  
Metro – Cooperate/Collaborate  
Oregon Department of Transportation – Cooperate/Collaborate

**Schedule for Completing Activities:**

Development Phase Tasks		Begin	Complete	Comments
1	Project Management and Coordination			Complete Project Charter. Project management and coordination ongoing throughout project duration.
2	Data Collection and Analysis			Complete Survey of Existing Conditions, Utilities Memorandum, Traffic Analysis Report and Access Management Strategy
3	Design Element Development			Complete Land Use and Environmental Narrative Reports, Concept Drawings and Total Project Cost Estimates
4	Project Prospectus			Complete Project Prospectus, Parts 1, 2 and 3

Notes: Schedule dates to be included once consultant has been selected.

**FY 2012-13 Costs and Funding Sources:**

Requirements:		Resources:	
Personal Services			
Interfund Transfers			
Materials & Services			
<b>TOTAL</b>	<b>\$ 175,000</b>	<b>TOTAL</b>	<b>\$ 175,000</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE			
<b>TOTAL</b>			

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4366, FOR THE PURPOSE OF AMENDING THE FY 2012-13 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING FOR THE OR 8/47 INTERSECTION IMPROVEMENT PROJECT

---

Date: August 20, 2012

Prepared by: Josh Naramore  
(503) 797-1825

## BACKGROUND

On April 19, 2012, the Metro Council adopted the FY 2012-13 Unified Planning Work Program (“UPWP”) via Resolution No. 12-4335 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2012-13 UNIFIED PLANNING WORK PROGRAM”). This resolution is an amendment to the FY 2012-13 UPWP to add the OR 8/47 intersection improvement project. This project was awarded regional flexible funds by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and was adopted as part of the 2012-15 Metropolitan Transportation Improvement Program (MTIP) by Resolution 12-4332.

Funds were originally programmed in fiscal year 2012-13 that runs from October 1, 2012 – September 30, 2013 to begin preliminary engineering. However, it was recently determined that a planning phase is needed to better develop more preliminary design details, further refine cost estimates, and allow more time to secure additional matching funds. The planning phase cost is estimated to be \$175,000. The funds for the planning phase will come from originally programmed preliminary engineering phase for this project. Funds were programmed for preliminary engineering in the amount of \$265,104. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. The proposed UPWP narrative for the OR 8/47 intersection improvement project is included in Exhibit A.

## ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents**

Metro Council Resolution No. 12-4335: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2012-13 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 19, 2012.

Metro Council Resolution No. 12-4332: FOR THE PURPOSE OF APPROVING THE 2012-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted by the Metro Council March 15, 2012.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence work on this project between now and June 30, 2013, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

## RECOMMENDED ACTION

Approve Resolution No. 12-4366 and amend the FY 2012-13 UPWP.