

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FISCAL)
YEAR 2013-15 UNIFIED PLANNING WORK)
PROGRAM (UPWP): REGIONAL OVER-)
DIMENSIONAL TRUCK ROUTE STUDY)

RESOLUTION NO. 14-4585

Introduced by Chief Operating Officer
Martha Bennett with the concurrence of
Council 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 2013-15; and

WHEREAS, the FY 2013-15 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2013-15 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved the 2013-15 UPWP update in May of 2014 as a two year work plan; and

WHEREAS, the Regional Over-Dimensional Truck Route Study needs an additional \$25,000 of federal funding to successfully complete the scope of work; and

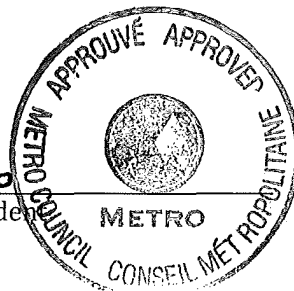
WHEREAS, the Regional Freight/Passenger Rail Study is not expected to utilize all of its initial \$400,000 funding allocation to complete its scope of work and,

WHEREAS, all Federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2013-15 UPWP; now therefore

BE IT RESOLVED that the Metro Council hereby amends the FY 2013-15 UPWP to reprogram \$25,000 of Regional Flexible Funds from the Regional Rail Study to the Regional Over-Dimensional Truck Route Study as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 4th_day of December_2014.

Tom Hughes
Tom Hughes, Council President



Approved as to Form:

[Signature]
Alison R. Kean, Metro Attorney

Regional Over-Dimensional Truck Route Study

Description:

Prepare a strategic plan for the efficient and safe movement of over-dimensional truck loads within and through the Portland Metro region. Identify and map the strategic routes for moving over-dimensional freight and identify the existing system constraints. Identify and recommend potential solutions and transportation improvement needs to maintain and enhance the efficient movement of regional over-dimensional freight.

Objectives:

- Identify and map the primary truck routes used for moving over-dimensional loads within and through the Portland Metro region.
- Identify and document existing physical and operational constraints (i.e., low-clearance railroad crossings and bridge structures, utility lines, weight-restricted bridges, inadequate turning radius at key intersections, etc.)
- Recommend transportation system improvements and planning-level cost estimates to remove identified constraints.

Previous Work:

In 2007, the Portland Bureau of Transportation conducted an analysis of over 6,000 state and city permit records issued in 2006 to define the existing nature of over-dimensional movements and the clearance requirements of permitted loads. The analysis found that construction equipment (cranes and excavators) along with log loaders and steel plates as the most commonly permitted commodities and account for more than half of the over-dimensional loads transported. The analysis also identified both the median and largest sized trucks using city streets to move these commodities in order to provide insight on the appropriate routing and minimum clearance requirements for these vehicles.

While the orderly and efficient movement of these over-sized and over-weight commodities are crucial to the economic well being of the Metro region, their transport can create negative impacts to the local neighborhoods in respect to excessive roadway damage, noise, pollution and traffic congestion.

The Washington County 2020 Transportation Plan strategy 16.1 calls for coordination of planning, development, maintenance and operation of an efficient and safe freight system with the private sector and government agencies in the Portland metropolitan area. Moreover, the adopted Portland Freight Master Plan calls for preparing a strategy for truck routes that serve the movement of over-dimensional loads as an implementing action. Developing a strategy to transfer the US 30 Bypass designation from Lombard to Columbia Blvd is also a recommended action in the Freight Master Plan to improve freight mobility and to enhance community livability in the St. Johns neighborhood.

Since ODOT and the local jurisdictions issue separate permits for oversize and overweight loads, there is a need for a more comprehensive and consistent regional approach for routing over-dimensional vehicles throughout the metro region and to identify current height restrictions and other operational constraints on the regional transportation network.

Methodology:

This project will identify the most commonly used and the preferred routes for the movement of

Exhibit A

over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region. The focus of this project will be to develop a seamless over-dimensional vehicle route system that transcends jurisdictional boundaries. Physical and operational constraints that impede safe and efficient freight movement on identified regional truck routes will be defined and recommend transportation improvements and planning-level cost estimates to remove these constraints will be developed.

Tangible Products Expected in FY 2013-2015:

The following outlines the major tasks and deliverables anticipated for this project:

Task 1: Project Management

Provide monthly progress reports, cost reports and reimbursement requests. Review consultant invoices, completion reports, cost summaries and list of final products. Identify and form the Project Management Team (PMT) and schedule up to six (6) PMT coordinating meetings. Prepare a critical path schedule for project tasks and deliverables. Review and provide comments on consultant deliverables. Prepare summaries of stakeholder meetings including agendas, information materials and comments. Prepare completion of project close-out.

Task 2: Stakeholder Involvement

Develop a review structure for local staff, stakeholder interests and partnering agencies to engage in the analysis and planning process. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues. Deliverable: Formation of Stakeholder Advisory Committee (SAC) membership and meeting schedules for up to five (5) SAC meetings. Conduct up to six (6) interviews with freight industry stakeholders to clarify and summarize the main transportation and operational issues associated with OD truck movements in the region.

Task 3: Existing Conditions Analysis

Prepare a map of the most commonly used over-dimensional truck routes within and through the Portland Metro region. Prepare assessment of existing transportation infrastructure affecting over-dimensional truck movements (bridge structures, overhead signals, sign bridges, weight-restricted bridges, etc). Inventory existing bridge clearances and document the minimum clearance requirements to accommodate over-sized vehicles. Document existing local, State and regional policies and regulations affecting freight mobility and over-dimensional trucks within the Metro region. Deliverable: Background and Existing Conditions Analysis Technical Memo with associated maps and graphics that documents the types of over-dimensional commodities being moved and the conditions of the existing transportation infrastructure affecting over-dimensional truck movements.

Task #4: Policy and Permitting Assessment

Prepare a Technical Memorandum summarizing current practices and regulations for issuing over-dimensional permits by state and local jurisdictions within the Metro region. Identify potential opportunities for efficiencies within the current permitting system. Deliverable: Prepare a Technical Memorandum summarizing the Policy Assessment. Prepare a Technical Memorandum of the Over-Dimensional Permitting Assessment that includes a summary describing the various permitting practices in the Metro region, and recommendations for potential permitting efficiencies.

Task 5: Identify Needs, Constraints, and Gaps

Identify existing physical and operational constraints that impede safe and efficient over-dimensional truck movements within the Metro region. Identify conflicts between freight mobility and community livability

Exhibit A

issues based on existing local, State and regional policies, regulations and other conditions. Identify the constraints, opportunities, and related issues associated with transferring the US 30 Bypass to Columbia Blvd. Identify a range of potential solutions for addressing both over-dimension freight mobility and community livability needs within the Metro region. Deliverable: Prepare Systems Constraints, Gaps, and Project Needs Report.

Task 6: Develop and Evaluate System Improvements and Alternatives

Define and evaluate both potential capital transportation and operational improvements based on identified needs, constraints, opportunities, and solutions. Describe the required transportation improvements to accommodate the regional movement of over-dimensional vehicles. Deliverable: Prepare Technical Memo on the Transportation System Improvements Report.

Task 7: Recommended Improvements and Cost Estimates

Identify capital transportation improvements based on the evaluation of identified alternatives and prepare planning-level costs estimates. Prioritize and rank the identified capital improvements based on over-dimensional freight needs, freight mobility and community livability needs. Deliverable: Prepare a Recommendations and Implementation Report summarizing the recommendation improvements, including planning level cost estimates and project prioritization and implementation.

Task 8: Final Report and Communications Materials

Deliverable: Develop communication materials for conveying project related information and technical findings to identified key stakeholder groups. Prepare a final report based on the collective analysis, findings and recommendations, including an executive summary and a technical appendix. Present findings and recommendations in up to five (5) key stakeholder group meetings.

Entities Responsible for Activity:

The City of Portland will be the lead agency for this project. It is anticipated that a project consultant will conduct the technical planning and engineering analysis and cost estimates and final report preparation. The consultant

Lead agencies/partners:

- Portland Bureau of Transportation - Lead Agency/Project Manager
- Metro - Partner agency
- Clackamas County - Partner agency
- Washington County - Partner agency
- Oregon Department of Transportation - Partner agency

Other stakeholders:

- Portland Freight Committee
- Cities and counties in the Metro region
- Metro Regional Freight Technical Advisory Committee
- Port districts, including Port of Portland and Port of Vancouver
- Federal Highway Administration (FHWA)
- Community groups and organizations involved in climate planning, equity, land use and transportation issue

Schedule for Completing Activities:

It is anticipated this project will begin by December 1, 2014, or a later start date within the 2013-15 FY if stipulated by the agencies/partners identified above. The project duration is estimated to be 12 months long pending final approval of the proposed scope of work.

Funding History:

NA

FY 2014-15 Costs and Funding Sources:

Requirements:			Resources:	
	\$		STP	\$125,000
	\$		Local Match	\$14,307
<i>TOTAL</i>	\$	111,445	<i>TOTAL</i>	\$139,307
<u>Full-Time Equivalent</u>				
Regular Full-Time FTE				
<i>TOTAL</i>		NA		

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4585, FOR THE PURPOSE OF AMENDING THE FY 2013-15 UNIFIED PLANNING WORK PROGRAM (UPWP) TO REPROGRAM \$25,000 OF REGIONAL FLEXIBLE FUNDS FROM THE REGIONAL RAIL STUDY TO THE REGIONAL OVER-DIMENSIONAL TRUCK ROUTE STUDY.

Date: October 22, 2014

Prepared by: Chris Myers
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BACKGROUND

On May 1, 2014, the Metro Council adopted the FY 2013-15 Unified Planning Work Program (UPWP) Update via Resolution No. 14-4514 ("FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS").

This resolution is an amendment to the FY 2013-15 UPWP Update to reprogram \$25,000 of Regional Flexible Funds from the Regional Freight/Passenger Rail Study to the Regional Over-Dimensional Truck Route Study. This change in project budget requires a legislative amendment as the amount of new funds exceeds 20% of the total project budget. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. Proposed changes to the UPWP narrative for the Regional Over-Dimensional Truck Route Study are included in Exhibit A.

A proposed administrative change to the 2014-15 Regional Freight allocation will amend the MTIP to reallocate \$25,000 from the Regional Freight/Passenger Rail Study to the Regional Over-dimensional Truck Route Study. The current 2014-15 Regional Freight allocation is for \$500,000, with \$400,000 allocated to the Regional Freight/Passenger Rail Study, and \$100,000 allocated to the Regional Over-dimensional Truck Route Study.

The reason for this administrative change is that in light of the completion of the Port of Portland Rail Plan (September, 9, 2013) and the Oregon State Rail Plan (adopted September 18, 2014), there is a need to reevaluate the questions that should be answered in the scope of work for the Regional Freight/Passenger Rail Study. The remaining \$375,000 allocation will be adequate for any Regional Freight/Passenger Rail Study that still needs to be completed and/or other Regional Freight needs within the 2014-15 funding cycle

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – Metro Council Resolution No. 14-4514: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM AND

CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS, adopted by the Metro Council on May 1, 2014.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on this project between now and June 30, 2015, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

RECOMMENDED ACTION

Approve Resolution No. 14-4585 and amend the FY 2013-15 UPWP.