

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROPOSING A LIST OF) RESOLUTION NO. 06-3663A
HIGHWAY MODERNIZATION PROJECTS TO)
RECEIVE FUNDING IN THE 2008-11 STATE) Introduced by Councilor Rex Burkholder
TRANSPORTATION IMPROVEMENT)
PROGRAM (STIP))
)

WHEREAS, the Oregon Transportation Commission will release a draft State Transportation Improvement Program for public comment in the fall of 2006; and

WHEREAS, this program will contain funding recommendations for highway related "modernization" projects within the Metro Area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation and the Metro Council, as the Metropolitan Planning Organization board for the Metro Area needs to coordinate with the Oregon Transportation Commission on the selection of transportation projects in the Metropolitan Planning area; and

WHEREAS, the Commission has requested comments on which highway modernization projects should receive state transportation funding targeted for use in the Metro Area; and

WHEREAS, projects selected for funding in the Metro Area will need to be programmed into the Metropolitan Transportation Improvement Program; and

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

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

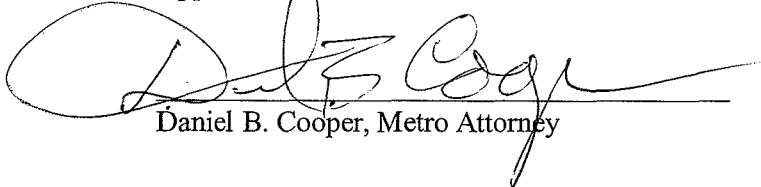
WHEREAS, projects selected for inclusion in the MTIP will be assessed for impacts to regional air quality analysis and need to comply with the State Implementation Plan for air quality; now, therefore

BE IT RESOLVED that the Metro Council requests the Oregon Transportation Commission to include the projects as described in Exhibit A be included in the public review draft of the 2008-11 State Transportation Improvement Program.

ADOPTED by the Metro Council this 22nd day of June 2006.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney

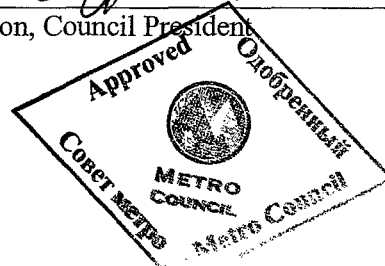


Exhibit A
Resolution No. 06-3663A

Prioritization Summary of Potential ODOT Region 1 Modernization Projects 2008-11 STIP			
	Cost (millions)	Recommendation (millions)	Recommended Phases
I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5	\$14.000	\$7.000	PE, ROW
I-5 SB/I-205 SB Merge Lane extension	\$3.000	\$0.000	
US26: 185th to Cornell	\$18.200	\$14.300	PE to Con
Troutdale Marine Dr./Backage Road	\$7.900	\$0.500	PE
US26: Springwater Interchange Phase I	\$5.800	\$3.000	PE to Con
I-5: Wilsonville Interchange	\$10.500	\$8.000	PE to Con
Sunrise Corridor	\$7.000	\$0.000	
Preservation Supplement for Ped/Bike STA Implementation Project: McLouglin Blvd in Oregon City Phase 2 as example.	\$1.000	\$0.000	
US26: Kane/257th/Palmquist Interchange	\$3.450	\$0.000	
I-205/Powell Interchange EA/PE		\$0.000	
I-405 Loop: I-5 to I-84 refinement plan		\$0.000	
North Milwaukie Industrial Area Plan		TGM grant	
Total	\$73.850	\$32.800	
Metro Area 2008-11 STIP Modernization Target after existing commitments	\$32 million		
Committed Projects in 2008-09			
I-205/Mall LRT	\$5.000		
Sellwood Bridge	\$1.500		
I-5 Delta Park Ph. 1: PE/ROW	\$2.104		
Preservation supplement for Ped/Bike	\$1.000		
New funding Committed to Projects in 2008-09			
I-5 Delta Park Ph. 1: Construction	\$16.000		

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3663A, FOR THE PURPOSE OF PROPOSING A LIST OF HIGHWAY MODERNIZATION PROJECTS TO RECEIVE FUNDING IN THE 2008-11 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Date: June 29, 2006

Prepared by: Ted Leybold

BACKGROUND

The Oregon Transportation Commission has previously defined how it will target available funding among its various areas of responsibility for the state highway system. This includes funding targeted towards administration, maintenance, operations, bridges, safety and “modernization” or capacity projects. These targets are further defined by target amounts within each of five ODOT districts within the state. The Metro boundary is contained within a greater Oregon Department of Transportation (ODOT) district known as Region 1.

This resolution would provide a recommendation to the Oregon Transportation Commission on which highway related modernization projects to propose for public comment within the draft 2008-11 State Transportation Improvement Program (STIP) for the Metro area of ODOT Region 1. The Commission is scheduled to release a draft 2008-11 STIP this fall for public comment in the mid-October to mid-December 2006 time frame.

The commission, through their guidelines for Area Commissions on Transportation, has requested ODOT regional office staff to closely coordinate with Metropolitan Planning Organizations (MPOs) on the development of the draft STIP. JPACT and the Metro Council are the designated MPO boards for the Portland metropolitan area.

Furthermore, the forums the Oregon Transportation Commission has created for local participation in the development of transportation policy and recommendations, an Area Commission on Transportation, does not exist in the Portland metropolitan area. Therefore, no other method of deliberating and coordinating regional priorities for state transportation funding exists in the Portland area other than the JPACT and Metro Council process.

In February 2006, ODOT Region 1 staff released lists of potential projects, for the Modernization, Safety, Maintenance and Bridge funding categories. The projects in each of the funding categories, except for the Bridge category, were estimated to cost more than the funds identified as available to pay for the projects. Open house forums were held (three in the Metro area) and public comment was received during a 45-day comment period. At the end of the public comment period, JPACT requested to provide the OTC with a prioritized list of Modernization projects for release for further public comment as part of the draft 2008-11 STIP.

To reach a recommendation, a technical analysis of the Modernization projects nominated by ODOT Region 1 staff and projects nominated during the public comment period was developed to evaluate the projects relative to prioritization criteria identified by the OTC and JPACT (See Attachment 1 to this staff report). The analysis and summary of public comments received was made available to TPAC, JPACT and the Metro Council. From this information, a prioritized list of Modernization projects was developed

for recommendation to the Oregon Transportation Commission (See Exhibit A to Resolution 06-3663A). JPACT approved Resolution 06-3663A as amended in Exhibit A. The amended version increased the allocation to US26 from \$12.5 to \$14.3 million and deleted the allocation to Highway 217 EIS and I-205 OIPP Coordination.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** None. In adopting this resolution, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are acting in a coordinating capacity with the Oregon Transportation Commission in the creation of the 2008-11 State Transportation Implementation Program. JPACT and the Metro Council will ultimately decide whether to include the proposed programming of state “modernization” funds when it considers adoption of the 2008-11 Metropolitan Transportation Improvement Program.
3. **Anticipated Effects** Adoption of this resolution will provide the Oregon Transportation Commission with a recommendation of local priorities for consideration of the use of state “modernization” funds, as set defined by the Commission, for use on highway related projects that address capacity in the Metro region.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 06-3663A as proposed.

Prioritization Summary of Potential ODOT Region 1 Modernization Projects 2008-11 STIP												
Prioritization Criteria	Eligibility	Project Readiness		Oregon Highway Plan Consistency		Freight Mobility		Congestion and/or Freight Mobility (V/C ratio)	Leverage and Public Benefit			Environment al
		Consistent with Constrained RTP and Local TSP	Adequate definition and planning	Funding PE, ROW, Constructio n	Consistent with Major Improvements Policy	Support 2040 land use	On State or Regional freight system or NHS intermodal connector	Support multi- modal freight movement	Remove barrier to movement of goods	Over match, innovative financing, other infrastructure, jurisdictional transfer	Aid in traded- sector job creation or retention	Benefit multiple modes of travel
Project												
I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5	High	High - Preferred alt being selected this month as part of current EA	PE, ROW	High	High (Ind, TC)	yes - high OFAC priority	High	High - safe operations and congestion. (.7)	Potential transfer of Denver Ave., community enhancements	High (Columbia South Shore, Rivergate)	Yes	FONSI scheduled for adoption in 2006.
I-5 SB/I-205 SB Merge Lane extension	Med	High - came out of auxiliary lanes project design	PE to Con	High	Low	yes - high OFAC priority	Low	Med - safe operations and congestion. (.34 w/ 2 lanes)	Enhance benefits of Auxiliary lanes	Low	No	Categorical Exclusion
US26: 185th to Cornell	High	Medium - US 26 corridor plan completed	PE to Con	Med	Med (TC)	yes - high OFAC priority	Low	Med - congestion. (.76 w/ 3 lanes)	Low: \$1 million earmark for PD	High (Sunset Corridor)	No	Categorical Exclusion
Troutdale Marine Drive extension PE	Med: Troutdale TSP but not RTP.	Med: earmark funds available but insufficient for planning and design	PE	High: defers need for full interchange	High (Ind, TC)	no but directly connects to I-84 interchange and Marine Dr. - high OFAC priority	Med	Med - safe operations and congestion. (.89)	High: \$1 million earmark for PD/PE	Med (industrial lands access, including former Reynolds Aluminium site - 700 acres)	No	Categorical Exclusion
US26: Springwater Interchange Phase I	High	Med - Refinement plan completed, EA/IAMP in '06-'09 DSTIP	PE to Con	High: defers need for full interchange	Med (Ind) but is timing ripe relative to other projects?	yes - medium OFAC priority	Low	Low	Low: But SDC's eligible for use.	High (Springwater; 15 18K jobs potential)	No	Categorical Exclusion for phase 1 (EA or EIS for full interchange in '06-'09 STIP)
I-5: Wilsonville Interchange (Refinement Plan, PE + ROW)	High (PE, ROW in constrained RTP)	Med - Wilsonville Freeway Access Study defined need, proposal includes refinement plan	PE to Con	High	High (Ind, TC)	yes - high OFAC priority	Med	High - congestion. (1.2)	High (local match)	High (Wilsonville RSIA 194 acres vacant)	Yes	Categorical Exclusion (phase 1)
Sunrise Corridor (PE, ROW)	High	Med - EIS underway	ROW	Low	Med (Ind)	yes - medium OFAC priority	Low	High - safe operations and congestion. (Hwy 212 = 1)	High (earmark, County, OTIA)	High (Clackamas and Damascus Industrial Areas)	Yes (adjacent multi-use path and bus use option being studied)	EIS underway
Preservation Supplement for Ped/Bike	High	N/A	Con	High	Varies	Varies	Low	No	Possible	No	Yes	N/A
STA Implementation Project: Oregon City	High	High - Boulevard plan completed, PE-phase underway	Con	High	High	yes	Low	No. (.52)	High (MTIP, bridge and pres projects)	Med	Yes	?

Attachment 1

**Prioritization Summary of Potential ODOT Region 1 Developmental STIP Projects
2008-11 STIP**

Prioritization Criteria	Eligibility		D-STIP Project Suitability	Oregon Highway Plan Consistency		Already Completed D-STIP Milestone(s)	Funding Identified for Development or Construction	Leverage and Public Benefit	
	Addresses identified need	Has adequate funding to complete milestone		Consistent with Major Improvements Policy	Support 2040 land use			Over match, innovative financing, other infrastructure, jurisdictional transfer	Benefit multiple modes of travel
Project									
Highway 217 EIS	High	Unk	High - 217 corridor plan	Unk - need to define EIS scope	High (2 RC's)	Refinement Plan completed	No	Low	Possible
I-205/Powell Interchange EA/PE	High	Unk	High - Powell Foster Corridor Plan	Med	Low	Refinement Plan adopted	No	Low	Possible
I-205 South: I-84 to I-5 EIS (OIPP coordination)	Low	Unk	Med - OIPP and recon. underway	Med - need more definition	High (Ind, RC's, TC's)	No	OIPP	High (OIPP)	Possible
I-405 Loop: I-5 to I-84 refinement plan	Low	Unk	Med - part of I-405 Loop Study	High	High (RC, Ind)	Refinement Plan drafted	No	Low	No
North Milwaukie Industrial Area Plan	High	Unk	North Milwaukie Industrial Area Plan - TGM	High	Med (station community)	Refinement Plan completed	No	Low	Yes

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ADOPTED by the Metro Council this 22nd day of June 2006.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A
Resolution No. 06-3663

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US26: 185th to Cornell	\$19.500	\$12.500	PE to Con
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US26: Kane/257th/Palmquist Interchange	\$3.450	\$0.000	
Highway 217 EIS	\$1 to \$3 million	\$0.500	
I-205/Powell Interchange EA/PE		\$0.000	
I-205 South: I-84 to I-5 EIS (OIPP coordination)		\$0.500	
I-405 Loop: I-5 to I-84 refinement plan		\$0.000	
North Milwaukie Industrial Area Plan		TGM grant	
Total	\$75.150	\$32.000	
Metro Area 2008-11 STIP Modernization Target after existing commitments	\$32 million		
Committed Projects in 2008-09			
I-205/Mall LRT	\$5.000		
Sellwood Bridge	\$1.500		
I-5 Delta Park Ph. 1: PE/ROW	\$2.104		
Preservation supplement for Ped/Bike	\$1.000		
New funding Committed to Projects in 2008-09			

Exhibit B
Resolution No. 06-3663

**Conditions of Recommended State Modernization Funding
For the Draft 2008-11 State Transportation Improvement Program**

1. The \$500,000 of Modernization funding proposed for Highway 217 Environmental Impact Statement (EIS) work is conditioned on obtaining a federal “earmark” of transportation funds adequate to complete an EIS. Otherwise, these funds would revert to the US26: 185th to Cornell widening project.
2. The I-5 Delta Park Phase II project funding is subject to match funds of \$7 million, the current cost estimate to complete preliminary engineering and right-of-way for the project.
3. The US26: 185th to Cornell project funding is subject to match funding of \$7 million, the current cost estimate to complete construction of the project. The \$500,000 of Modernization funds recommended for Highway 217 EIS work is eligible to reduce this match amount should federal earmark funding for that project not be obtained.
4. The US26: Springwater Interchange Phase I project funding is subject to match funding of \$2.8 million, the current cost estimate to complete construction of the project.
5. The I-5 Wilsonville Interchange project funding is subject to match funding of \$3.5 million, a cost estimate to complete construction of some elements of the project. Additional project scope and cost elements beyond a \$10.5 million project definition may be considered outside of this funding recommendation.
6. The I-205 South: I-5 to I-84 project scope will be defined following proposals for further work in the corridor by the Oregon Innovative Partnership Program (OIPP). Funds could be used for required environmental work associated with a project proposal or corridor planning activities.

STAFF REPORT

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for recommendation to the Oregon Transportation Commission (See Exhibits A and B to Resolution 06-3663).

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** None. In adopting this resolution, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are acting in a coordinating capacity with the Oregon Transportation Commission in the creation of the 2008-11 State Transportation Implementation Program. JPACT and the Metro Council will ultimately decide whether to include the proposed programming of state “modernization” funds when it considers adoption of the 2008-11 Metropolitan Transportation Improvement Program.
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4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 06-3663 as proposed.