

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO. 01-3060A
RECEIPT OF A \$2.0 MILLION)	
CONGRESSIONAL APPROPRIATION FOR)	Introduced by
PRELIMINARY ENGINEERING OF)	Councilor Rod Monroe
NORTH AND SOUTHBOUND)	JPACT Chair
IMPROVEMENT OF I-5 FROM DELTA)	
PARK TO LOMBARD.)	

WHEREAS, ODOT has received \$4.0 million of federal funds for statewide freeway projects; and

WHEREAS, the Oregon Transportation Commission has suballocated \$2.0 million for designing improvements to the I-5: Delta Park to Lombard segment in north Portland; and

WHEREAS, a temporary northbound HOV facility requires upgrade to meet federal standards; and

WHEREAS, the I-5 Task Force is currently considering options for moving commuters and freight in the I-5 corridor; and

WHEREAS, the southbound segment is currently congested during the morning peak where I-5 narrows at Lombard; and

WHEREAS, Columbia Boulevard is a major freight corridor which lacks an adequate connection to I-5; and

WHEREAS, it must be determined whether a new lane should be built and whether that lane should operate as a general purpose lane and/or an HOV lane; and

WHEREAS, an additional lane will require integration with existing operational deficiencies posed by the existing Columbia Boulevard southbound on-ramp; and

WHEREAS, the funds do not require any local match; and

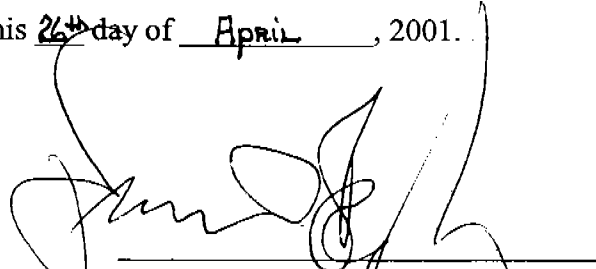
WHEREAS, the widening project is identified in the conforming, financially constrained network of the 2000 RTP; now, therefore

BE IT RESOLVED,

1. The MTIP is amended to authorize obligation of \$2.0 million federal for preliminary engineering of improvements to I-5: Delta Park to Lombard in FY 01.

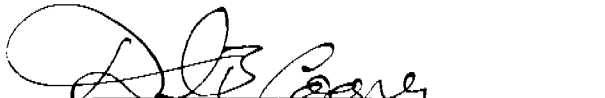
2. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT.

ADOPTED by the Metro Council this 26th day of April, 2001.



David Bragdon, Presiding Officer

Approved as to form:



Daniel B. Cooper, General Counsel



TW:rmb/ff

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COMMUNITY PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 01-3060A, FOR THE PURPOSE OF AMENDING THE MTIP TO AUTHORIZE A \$2.0 MILLION CONGRESSIONAL APPROPRIATION FOR PRELIMINARY ENGINEERING OF NORTH AND SOUTHBOUND IMPROVEMENT OF I-5 FROM DELTA PARK TO LOMBARD

Date: April 24, 2001

Presented by: Councilor Monroe

Committee Recommendation: At its April 17 meeting, the Committee considered Resolution No. 01-3060A and voted 6-0 to send the resolution to the Council for adoption. Voting in favor: Councilors Atherton, Bragdon, Burkholder, McLain, Monroe, and Chair Park. Councilor Hosticka was absent.

Background: The Metropolitan Transportation Improvement Program (MTIP) is a comprehensive listing of transportation projects that are scheduled for funding during a particular time period. The MTIP is occasionally amended to recognize the receipt or allocation of funds that were not known at the time that the original plan was adopted. The Council must approve MTIP amendments.

Committee Discussion: Richard Brandman, Deputy Planning Department Director, presented the staff report. He explained that Congress has recently earmarked additional funds to be sent on freeway projects in Oregon. The state Transportation Committee has allocated \$2 million from these funds for preliminary engineering work for I-5 improvements between Lombard and Delta Park related to the potential for a new traffic lane, interchange improvements and assessing the potential for an HOV lane. Brandman indicated that the engineering work would include an environmental impact statement. Decisions related to construction would not be made until after the preliminary engineering and environmental work is completed.

Brandman indicated that JPACT approved amendments to the recitals in the resolution that were proposed by Councilor Burkholder. He noted that the amendments placed the proposed work in the context of the broader 1-5 Corridor study that is currently in progress.

Councilor Monroe noted that the preliminary engineering work was part of an overall package of improvements occurring on both sides of the river and that the congressional delegations from both Oregon and Washington are working to obtain adequate funding for these projects.

STAFF REPORT

FOR THE PURPOSE OF AUTHORIZING RECEIPT OF A \$2.0 MILLION CONGRESSIONAL APPROPRIATION FOR PRELIMINARY ENGINEERING OF NORTH AND SOUTHBOUND IMPROVEMENT OF I-5 FROM DELTA PARK TO LOMBARD.

DATE: March 22, 2001

Presented by: Mike Hoglund

PROPOSED ACTION

This resolution would amend the MTIP to authorize obligation of \$2.0 for preliminary engineering needed to widen I-5 between Delta Park and Lombard

EXISTING LEGISLATION

The northbound lane of I-5 between Delta Park and Lombard is presently operating as an interim HOV lane during peak p.m. commute periods. The HOV lane does not meet FHWA design standards and has been permitted only on an interim basis as a pilot project and presently as mitigation of other I-5 corridor preservation work. The proposed design work will address improvements needed to bring this interim facility to FHWA standards and would also design a new southbound lane.

BACKGROUND AND ANALYSIS

The FY 01 Congressional appropriation included \$4.0 million for use in Oregon for various transportation projects. The Oregon Transportation Commission has authorized \$2.0 million of these funds to conduct preliminary engineering of improvements to I-5 between Delta Park and Lombard. Within this segment, northbound, an interim HOV lane is operating as described above. Part of the design work would describe necessary improvements to make the HOV lane permanent.

In the southbound direction, design work would address addition of one lane and would resolve whether it would operate as a general purpose or HOV lane. It would also address, at a very preliminary level, the difficulties that would be experienced with the integration of the new lane with weave/merge deficits experienced at the Columbia Boulevard interchange.

FINANCIAL CONSTRAINT AND AIR QUALITY CONFORMITY.

The subject improvements are represented in the financially constrained network of the 2000 RTP. The \$2.0 million has already been appropriated and will not require any local match. The financially constrained network of the 2000 RTP has received joint USDOT approval of its air quality conformity determination.

BUDGET IMPACT

None.

TW/ff

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IMPROVEMENT OF I-5 FROM DELTA) JPACT Chair
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WHEREAS, a temporary northbound HOV facility requires upgrade to meet federal standards; and

~~WHEREAS, the southbound segment requires widening to eliminate an existing bottleneck; and~~

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BE IT RESOLVED,

1. The MTIP is amended to authorize obligation of \$2.0 federal for preliminary engineering of improvements to I-5: Delta Park to Lombard in FY 01.
2. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT.

ADOPTED by the Metro Council this ___ day of _____, 2001.

David Bragdon, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Counsel

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Staff Report to Resolution No. 01-3060A

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ADOPTED by the Metro Council this ____ day of _____, 2001.

David Bragdon, Presiding Officer

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