

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SW MOODY AVENUE WIDENING AND HARBOR DRIVE/RIVER PARKWAY INTERSECTION PROJECTS AND ELIMINATE THE I-5 @ NORTH MACADAM ACCESS PROJECT

RESOLUTION NO. 09-4086
Introduced by Councilor Carlotta Collette

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, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Cit of Portland and the Oregon Department of Transportation (ODOT) were awarded federal High Priority Project funding and Oregon Transportation Investment Act funding for a new access ramp from I-5 northbound to Macadam Avenue and the South Waterfront district; and

WHEREAS, the cost of such a project has escalated beyond the ability for those agencies to design and construct the project within; and

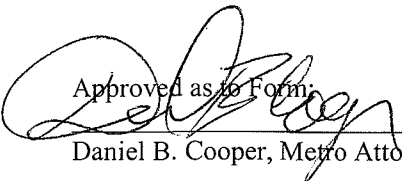
WHEREAS, these agencies have defined two local agency projects: SW Moody Avenue widening and Harbor Drive – River Parkway intersection project, that serve the same objective of increasing access to the South Waterfront area from I-5 northbound; and

WHEREAS, the SW Moody Avenue and Harbor Drive – River Parkway intersection projects are consistent with the Regional Transportation Plan; and

WHEREAS, these changes to programming for these projects has been shared with state and federal air quality agency staff and the Transportation Policy Alternatives Committee (TPAC) and found consistent with the State Implementation Plan for air quality; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the programming of the 2008-11 Metropolitan Transportation Improvement Program to eliminate funding for the I-5/South Waterfront Access project and establish funding for the SW Moody Avenue widening project and the Naito Parkway – River Parkway intersection project, as shown in Exhibit A.

ADOPTED by the Metro Council this 3 day of ^{DEC}~~November~~ 2009.

Approved as to Form:

Daniel B. Cooper, Metro Attorney

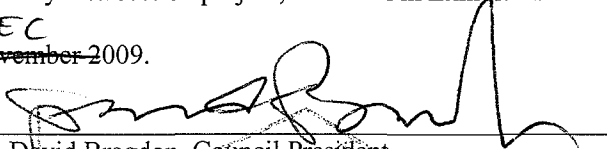

David Bragdon, Council President



Exhibit A to Resolution No. 09-4086

2008-11 Metropolitan Transportation Improvement Plan Table 4.1.1 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011
ODOT		Interstate 5 @ North Macadam	New access ramp from I-5 northbound to the North Macadam district.	HPP	PE	\$1,980,000		
				OTIA-3	PE	\$2,020,000		
				OTIA-3	Construction			\$12,980,000
				Local	Construction			\$13,020,000

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011
City of Portland		SW Harbor Drive/SW River Parkway Improvements	Add turn lanes at intersection to increase vehicle capacity access to the South Waterfront district.	OTIA-3	PE	\$1,016,000		
					ROW/Utilities		\$1,900,000	
					Construction			\$84,000
				Local	Construction			\$2,389,000
City of Portland		SW Moody Avenue: SW River Parkway – SW Gibbs Street	Widen Moody Avenue to 5 lanes, and add sidewalks and bike lanes.	HPP	PE	\$1,980,000		
				OTIA-3	PE	\$3,780,000		
				OTIA-3	Construction			\$8,220,000
				Local	Construction			\$10,020,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4086, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SW MOODY AVENUE WIDENING AND HARBOR DRIVE/RIVER PARKWAY INTERSECTION PROJECTS AND ELIMINATE THE I-5 @ NORTH MACADAM ACCESS PROJECT

Date: November 2, 2009

Prepared by: Ted Leybold

BACKGROUND

The I-5 North Macadam project was initiated in 2003 to enhance access, accommodate growth and improve safety in the South Waterfront District, a highly dense, mixed use District south of the Central Business District of Portland. The project envisioned the construction of a “flyover” ramp to correct the weave-merge configuration with the exit ramp and northbound Macadam (OR-43) traffic.

The City of Portland received \$15 million OTIA III Modernization funds in 2003 with matching funds from the City and a 2006 Federal Appropriation, bringing the total project budget to \$30 million. However, the cost of the flyover project in 2007 was estimated to be double the original budget (\$60 million), so the City of Portland and The Oregon Department of Transportation worked together to develop alternative solutions that met the project goals of “enhance access, accommodate growth and improve safety” in the Waterfront District within the budget of \$30 million. After extensive evaluation PDOT and ODOT decided that the best option for achieving our objectives within our budget is to move forward with two local agency projects to improve access to the district at SW Harbor Dr/SW River Parkway and improve SW Moody Ave: SW River Parkway – SW Gibbs St to accommodate the additional traffic volumes. Exhibit A to Resolution 09-4086 demonstrates the changes to MTIP programming.

These changes to the programming for these projects has been shared with state and federal air quality agency staff and the Transportation Policy Alternatives Committee (TPAC) and found consistent with the State Implementation Plan for air quality as shown in Attachment 1 to this Staff Report.

This recommendation to modify MTIP programming for these projects was adopted, along with recommendation for the other ODOT regions in the state, by the Oregon Transportation Commission (OTC) at their October meeting. The State and Metropolitan Transportation Improvement Plans now need to be amended to reflect these changes.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825, “For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area” adopted by Metro Council on August 16, 2007.
- 3. Anticipated Effects** Adoption of this resolution would modify the programming of the 2008-11

4. Metropolitan Transportation Improvement Program to eliminate funding for the I-5/South Waterfront Access project and establish funding for the SW Moody Avenue widening project and the Naito Parkway – River Parkway intersection project.
5. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 09-4086

Attachment 1

Air Quality Conformity Findings for Resolution 09-4086

TPAC Review

The City of Portland and ODOT are requesting an amendment to the MTIP to swap funding from a project to provide a new access ramp from I-5 northbound to Macadam Avenue and the South Waterfront area to two local projects at the Harbor Drive/River Parkway intersections and Moody Avenue widening. In the interim, SW Moody will function as a two-way street. As the South Waterfront District continues to develop, the extension of SW Bond to the north will need to be completed and, at that time, SW Moody and SW Bond will function as a couplet – SW Moody handling southbound traffic and SW Bond handling northbound traffic.

We are asking for your review and concurrence with this substitution as not regionally significant and not requiring further air quality consideration for the following reasons:

- 1) The two local projects would provide much improved accessibility to the same area that the conformed flyover project would and are therefore considered roughly equivalent with regard to air quality at the regional level;
- 2) The projects would include federal funding, so “hot spot” analysis of carbon monoxide would still have to be performed to demonstrate that the localized area would meet air quality standards prior to construction;
- 3) The projects will be included in the air quality conformity determination to be completed for the Metro 2035 RTP update in about six months.

Below is the table from the 2035 RTP conformity determination:

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2007	N/A	935,394
2010	1,033,578	856,054
2017	1,181,341	670,926
2025	1,181,341	801,203
2035	1,181,341	822,596

Metro forecasts a total average weekday total vehicle miles traveled (VMT) in the Metro urban growth boundary of 20,044,778 miles in the year 2005 and 27,084,711 miles in 2035 – though VMT/capita is forecast to drop from 14.23 in 2005 to 13.28. It is reasonable to assume that because the substituted projects are in the same vicinity of the replaced project and provide similar access, that these would make very little change to overall VMT or VMT per capita for the region.