

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)
FUNDS FOR THE SUNNYSIDE)
ROAD AND BOECKMAN ROAD)
PROJECTS.)

RESOLUTION NO. 02-3151

Introduced by
Executive Officer

WHEREAS, the 2001 Oregon Legislature passed HB 2142 Establishing the Oregon Transportation Investment Act (OTIA); and

WHEREAS, the OTIA included \$200 million for Lane Capacity and Interchange projects statewide; and

WHEREAS, the Oregon Transportation Commission (OTC) identified a \$70 million ODOT Region 1 target for Lane Capacity and Interchange projects; and

WHEREAS, the OTC requested input from JPACT on project recommendations for the \$70 million Region 1 Target for Lane Capacity and Interchange projects; and

WHEREAS, JPACT provided project funding recommendations for Lane Capacity and Interchange projects on November 2, 2001 that totaled \$78.462 million; and

WHEREAS, JPACT requested \$8.462 million more than the Region 1 target amount in order to achieve statewide equity for the region; and

WHEREAS, the \$8.462 million would be used to complete funding for two Clackamas County projects: Boeckman Road in Wilsonville; and Sunnyside Road in Clackamas County; and

WHEREAS, the Boeckman Road project will serve a significant compact, mixed-use development project at the Dammasch Hospital site that will provide needed housing in Wilsonville and is consistent with region's 2040 Growth Concept and Regional Transportation Plan (RTP), as well as state objectives for compact development; and

WHEREAS, the Sunnyside Road project provides needed access to an area urbanizing consistent with ORS 197.298 and state Goal 14 for urban expansion on "exception lands," and is consistent with region's 2040 Growth Concept and the RTP; and

WHEREAS, at their December 12, 2001 meeting, the OTC retained the \$70 million Region 1 target for Lane Capacity and Interchange projects and requested that JPACT develop a program within that target; and

WHEREAS, at their December 13, 2001 meeting JPACT requested that representatives of Clackamas County, Wilsonville, ODOT, and Metro work with the JPACT representative for

the Cities of Clackamas County to develop a strategy for balancing the Region 1 OTIA project list at \$70 million with consideration given to recommending either in whole or in part the Boeckman and Sunnyside projects; and

WHEREAS, the Clackamas County, Wilsonville, ODOT, and Metro representatives met in Lake Oswego on December 18, 2001 and recommended a strategy that results in a combination of OTIA, Metro MTIP, ODOT STIP, and local funds to complete both the Boeckman and Sunnyside projects by FY 2006; and;

WHEREAS, now therefore be it resolved that the Metro Council and JPACT find that:

1. A funding and implementation strategy for Boeckman Road and Sunnyside Road (122nd to 142nd) should be pursued as shown in Exhibit A.
2. The strategy shown in Exhibit A represents a Metro Council and JPACT commitment of \$1,956,625 from the FY 04-07 MTIP to the Boeckman project.
3. The Metro Council and JPACT will request an additional \$1,956,625 from ODOT as a Region 1 priority for the 2004-2007 STIP.
4. That these commitments are conditioned on an additional local commitment of \$1,956,625 to both the Sunnyside and Boeckman Road projects.
5. This strategy, together with previously recommended projects identified in the letter from JPACT to the OTC dated November 2, results in a \$70 million Region 1 Metro area recommendation for OTIA Lane Capacity and Interchange projects and is consistent with the OTC Region 1 target.
6. The strategy be forwarded to the OTC for their consideration at their January 16, 2001 meeting.

ADOPTED by the Metro Council this _____ day of _____,

David Bragdon, Presiding Officer

Approved as to form:

Dan Cooper, General Counsel

Sunnyside Road/Boeckman Rd. Funding Proposal

21-Dec-01

Exhibit A
to Resolution #02-3151**Sunnyside Rd. - 122nd to 142nd**

				Sources			Total
		start	finish	Local	OTIA	STIP/MTIP	
PE	\$1,500,000	Apr-02	Oct-03	\$916,357	\$583,643	0	\$1,500,000
Environmental	\$0	Apr-02	Oct-03	\$0	\$0	0	\$0
Right-of-Way	\$8,350,000	Jun-02	Dec-03	\$5,101,052	\$3,248,948	0	\$8,350,000
Construction	<u>\$11,850,000</u>	Apr-04	Nov-06	<u>\$7,239,217</u>	<u>\$4,610,783</u>	<u>0</u>	<u>\$11,850,000</u>
	\$21,700,000			\$13,256,625	\$8,443,375	\$0	\$21,700,000

Local	\$13,256,625	61.09%
State/Region	\$8,443,375	38.91%
	\$21,700,000	100.00%

Boeckman Rd. - Tooze Rd. Connection

				Sources			Total
		start	finish	Local	OTIA	STIP/MTIP	
PE	\$1,215,000	May-02	May-03	\$758,988	\$456,012	\$0	\$1,215,000
Environmental	\$275,000	May-02	May-03	\$171,787	\$103,213	\$0	\$275,000
Right-of-Way	\$2,170,400	May-03	May-04	\$1,355,808	\$814,592	\$0	\$2,170,400
Construction	<u>\$12,032,600</u>	Apr-04	Dec-05	<u>\$7,516,541</u>	<u>\$602,809</u>	<u>\$3,913,250</u>	<u>\$12,032,600</u>
	\$15,693,000			\$9,803,125	\$1,976,625	\$3,913,250	\$15,693,000

Local	\$9,803,125	62.47%
State/Region	\$5,889,875	37.53%
	\$15,693,000	100.00%

Grand Total	\$23,059,750	\$10,420,000	\$3,913,250	\$37,393,000
Target	\$23,059,750	\$10,420,000	\$3,913,250	\$37,393,000

Note: funding schedule between project phases could change to increase or decrease local share within the overall allocated amount

STAFF REPORT

FOR THE PURPOSE OF APPROVING FUNDS FOR THE SUNNYSIDE ROAD AND BOECKMAN ROAD PROJECTS

Date: December 21, 2001

Prepared by: Andrew Cotugno

DESCRIPTION

This resolution would commit future Metro Transportation Improvement Program (MTIP) funding toward the construction of projects on Sunnyside Road in Clackamas County and Boeckman Road in Wilsonville; it would also recommend that ODOT commit \$10.4 million of Bond funds from the Oregon Transportation Investment Act (OTIA) toward these projects and commit \$2 million of future funds from the State Transportation Improvement Program (STIP). These commitments are recommended conditioned on Clackamas County and Wilsonville each committing another \$2 million toward the projects.

Existing Law

These actions are proposed under the authority of the Metro Council, in concert with JPACT, operating as the Metropolitan Planning Organization under federal law, to allocate federal transportation funds.

Background

At their October 4 meeting, JPACT recommended projects for funding through the Oregon Transportation Investment Act (OTIA). Included in that recommendation was a request to fund \$13.0 million toward a Sunnyside Road project from 122nd to 152nd Avenue as well as \$7.8 million toward an extension of Boeckman Road to Tooze Road in Wilsonville. At their December 12 meeting, JPACT was informed that the Oregon Transportation Commission was prepared to fund \$10.4 million from the OTIA Bond funds toward these projects and directed JPACT to recommend how to split these funds between the two projects. At the meeting there was discussion of committing the full amount toward a Sunnyside Road project from 122nd to 142nd (with \$11.3 million of matching funds from Clackamas County) -or- to commit the requested \$7.8 million toward the Boeckman Road project, leaving \$2.6 million to go toward the Sunnyside Road project. JPACT concluded they preferred not to chose between the two projects and asked staff to return at the Jan. 10 JPACT meeting with a recommendation on how to fund both projects. Karl Rhode agreed to convene the parties to develop a recommendation. Staff suggested that additional funding contributions from all four parties (MTIP, STIP, Clackamas County and Wilsonville) should be considered.

Budget Impact

There is no impact on the Metro budget. However, this does represent a commitment of \$2 million against FFY '05/06 MTIP funding toward these projects and a request to commit \$2 million of FFY '05/06 STIP funding by ODOT.

Outstanding Questions

This recommendation is subject to concurrence by the other parties, particularly the Oregon Transportation Commission, Clackamas County and Wilsonville. In addition, cash-flow and project phasing requirements could result in the precise schedule of funding being altered within the total amounts approved.

Recommendation

It is recommended that the funding for the two projects be revised as follows:

	Current Proposal	Changes	Recommended Proposal
Sunnyside Road – 122 nd to 142 nd			
Local	\$11,300,000	+1,956,625	\$13,256,625
OTIA	10,400,000	-1,956,625	8,443,375
Total	\$21,700,000	0	\$21,700,000
Boeckman Road Extension to Tooze Rd.			
Local	\$7,846,500	+1,956,625	\$9,803,125
OTIA	7,846,500	-5,869,875	1,976,625
MTIP	0	+1,956,625	1,956,625
STIP	0	+1,956,625	1,956,625
Total	\$15,693,000	0	\$15,693,000

Note: See (Exhibit A to Resolution 02-3151) for a more detailed breakdown of funding by project phase and schedule.

The change in funding described above results in a recommendation to the Oregon Transportation Commission that the OTIA Bond Funds be split \$8,443,375 toward the Sunnyside Road project and \$1,976,625 toward the Boeckman Road project. This is predicated on a future commitment of FFY '05/06 MTIP funding and a request that ODOT commit future FFY '05/06 STIP funding in the amount of \$1,956,625 each. Further, it is conditioned on Clackamas County and Wilsonville each committing another \$1,956,625 toward each of their projects.

In addition, because of the increased local share, it is recommended that ODOT consider a loan to Wilsonville and/or Clackamas County from the State Infrastructure Bank. This would help alleviate local cash-flow problems. Since both local shares are planned to be paid for through various development fees, this could be an important financing tool.

Approval of this recommendation would complete the funding for the Boeckman Road project. However, it would only complete the funding for the Sunnyside Road project from 122nd to 142nd. It is anticipated that future applications for MTIP funding will be considered for the remaining sections to 152nd and 172nd.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)
FUNDS FOR THE SUNNYSIDE)
ROAD AND BOECKMAN ROAD)
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RESOLUTION NO. 02-3151

Introduced by
Executive Officer Mike Burton

WHEREAS, the 2001 Oregon Legislature passed HB 2142 Establishing the Oregon Transportation Investment Act (OTIA); and

WHEREAS, the OTIA included \$200 million for Lane Capacity and Interchange projects statewide; and

WHEREAS, the Oregon Transportation Commission (OTC) identified a \$70 million Oregon Department of Transportation (ODOT) Region 1 target for Lane Capacity and Interchange projects; and

WHEREAS, the OTC requested input from the Joint Policy Advisory Committee on Transportation (JPACT) on project recommendations for the \$70 million Region 1 Target for Lane Capacity and Interchange projects; and

WHEREAS, JPACT provided project funding recommendations for Lane Capacity and Interchange projects on November 2, 2001, that totaled \$78.462 million; and

WHEREAS, JPACT requested \$8.462 million more than the Region 1 target amount in order to achieve statewide equity for the region; and

WHEREAS, the \$8.462 million would be used to complete funding for two Clackamas County projects: Boeckman Road in Wilsonville; and Sunnyside Road in Clackamas County; and

WHEREAS, the Boeckman Road project will serve a significant compact, mixed-use development project at the Dammasch Hospital site that will provide needed housing in Wilsonville and is consistent with region's 2040 Growth Concept and Regional Transportation Plan (RTP), as well as state objectives for compact development; and

WHEREAS, the Sunnyside Road project provides needed access to an area urbanizing consistent with ORS 197.298 and state Goal 14 for urban expansion on "exception lands," and is consistent with region's 2040 Growth Concept and the RTP; and

WHEREAS, at their December 12, 2001, meeting, the OTC retained the \$70 million Region 1 target for Lane Capacity and Interchange projects and requested that JPACT develop a program within that target; and

WHEREAS, at their December 13, 2001, meeting JPACT requested that representatives of Clackamas County, Wilsonville, ODOT, and Metro work with the JPACT representative for the Cities of Clackamas County to develop a strategy for balancing the Region 1 OTIA project list at \$70 million with consideration given to recommending either in whole or in part the Boeckman and Sunnyside projects; and

WHEREAS, the Clackamas County, Wilsonville, ODOT, and Metro representatives met in Lake Oswego on December 18, 2001, and recommended a strategy that results in a combination of OTIA, Metro MTIP, ODOT STIP, and local funds to complete both the Boeckman and Sunnyside projects by Fiscal Year (FY) 2006; and;

NOW THEREFORE BE IT RESOLVED that the Metro Council and JPACT find that:

1. A funding and implementation strategy for Boeckman Road and Sunnyside Road (122nd to 142nd) should be pursued as shown in Exhibit A to this resolution.
2. The strategy shown in Exhibit A represents a Metro Council and JPACT commitment of \$1,956,625 from the FY 04-07 MTIP to the Boeckman project.
3. The Metro Council and JPACT will request an additional \$1,956,625 from ODOT as a Region 1 priority for the 2004-2007 STIP.
4. That these MTIP commitments are ~~is~~ -conditioned on an additional local commitments of \$1,956,625 each from ODOT, the City of Wilsonville and Clackamas County to both the Sunnyside and Boeckman Road projects.
5. Efforts will be made to avoid or minimize the above funding commitments by seeking other sources such as federal discretionary funds.
6. This strategy, together with previously recommended projects identified in the letter from JPACT to the OTC dated November 2, 2001, results in a \$70 million Region 1 Metro area recommendation for OTIA Lane Capacity and Interchange projects and is consistent with the OTC Region 1 target.
7. The strategy be forwarded to the OTC for their consideration at their January 16, 2001, meeting.

ADOPTED by the Metro Council this _____ day of _____, 2002.

Carl Hosticka, Presiding Officer

Approved as to form:

Dan Cooper, General Counsel

Sunnyside Road/Boeckman Rd. Funding Proposal

21-Dec-01

**Exhibit A
to Resolution 02-3151****Sunnyside Rd. - 122nd to 142nd**

<u>Sunnyside Rd. - 122nd to 142nd</u>		Sources					
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	\$21,700,000			\$13,256,625	\$8,443,375	\$0	\$21,700,000

Local	\$13,256,625	61.09%
State/Region	\$8,443,375	38.91%
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Boeckman Rd. - Tooze Rd. Connection

Boeckman Rd. - Tooze Rd. Connection				Sources			
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Target	\$23,059,750	\$10,420,000	\$3,913,250	\$37,393,000

Note: funding schedule between project phases could change to increase or decrease local share within the overall allocated amounts.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 02-3151, FOR THE PURPOSE OF APPROVING FUNDS FOR THE SUNNYSIDE ROAD AND BOECKMAN ROAD PROJECTS

Date: December 21, 2001

Prepared by: Andrew Cotugno

DESCRIPTION

This resolution would commit future Metro Transportation Improvement Program (MTIP) funding toward the construction of a projects on Sunnyside Road in Clackamas County and Boeckman Road in Wilsonville; it would also recommend that the Oregon Department of Transportation (ODOT) commit \$10.4 million of Bond funds from the Oregon Transportation Investment Act (OTIA) toward both the Sunnyside Road and Boeckman Road projects ~~these projects~~ and commit \$2 million of future funds from the State Transportation Improvement Program (STIP) toward the Boeckman Road project. These commitments are recommended conditioned on Clackamas County and Wilsonville each committing another \$2 million toward the projects.

Existing Law

These actions are proposed under the authority of the Metro Council, in concert with the Joint Policy Advisory Committee on Transportation (JPACT), operating as the Metropolitan Planning Organization under federal law, to allocate federal transportation funds.

Background

At their October 4, 2001, meeting, JPACT recommended projects for funding through the OTIA. Included in that recommendation was a request to fund \$13.0 million toward a Sunnyside Road project from 122nd to 142nd Avenues as well as \$7.8 million toward an extension of Boeckman Road to Tooze Road in Wilsonville. At their December 12, 2001, meeting, JPACT was informed that the Oregon Transportation Commission was prepared to fund \$10.4 million from the OTIA Bond funds toward these projects and directed JPACT to recommend how to split these funds between the two projects. At the meeting there was discussion of committing the full amount toward a Sunnyside Road project from 122nd to 142nd (with \$11.3 million of matching funds from Clackamas County) -or- to commit the requested \$7.8 million toward the Boeckman Road project, leaving \$2.6 million to go toward the Sunnyside Road project. JPACT concluded they preferred not to chose between the two projects and asked staff to return at the January 10, 2002, JPACT meeting with a recommendation on how to fund both projects. Staff suggested that additional funding contributions from all four parties (MTIP, STIP, Clackamas County and Wilsonville) should be considered.

Budget Impact

There is no impact on the Metro budget. However, this does represent a commitment of \$2 million against Fiscal Year 20056/067 MTIP funding toward these projects and a request to commit \$2 million of Fiscal Year 20056/067 STIP funding by ODOT.

Outstanding Questions

This recommendation is subject to concurrence by the other parties, particularly the Oregon Transportation Commission, Clackamas County, and Wilsonville. In addition, cash-flow and project phasing requirements could result in the precise schedule of funding being altered within the total amounts approved. Future commitments of MTIP and STIP funding is proposed from currently unallocated FY 2006/07 funds. However, at that time, consideration can be given to advance these funds if other MTIP and STIP cash flow requirements allow.

Recommendation

It is recommended that the funding for the two projects be revised as follows:

	Current Proposal	Changes	Recommended Proposal
Sunnyside Road – 122 nd to 142 nd			
Local	\$11,300,000	+1,956,625	\$13,256,625
OTIA	10,400,000	-1,956,625	8,443,375
Total	\$21,700,000	0	\$21,700,000
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Total	\$15,693,000	0	\$15,693,000

(Note: See Exhibit A to Resolution 02-3151 for a more detailed breakdown of funding by project phase and schedule.)

The change in funding described above results in a recommendation to the OTC that the OTIA Bond Funds be split \$8,443,375 toward the Sunnyside Road project and \$1,976,625 toward the Boeckman Road project. This is predicated on a future commitment of FFY '056/067 MTIP funding and a request that ODOT commit future FFY '056/067 STIP funding in the amount of \$1,956,625 each. Further, it is conditioned on Clackamas County and Wilsonville each committing another \$1,956,625 toward each of their projects.

In addition, because of the increased local share, it is recommended that ODOT consider a loan to Wilsonville and/or Clackamas County from the State Infrastructure Bank. This would help alleviate local cash-flow problems. Since both local shares are planned to be paid for through various development fees, this could be an important financing tool.

Approval of this recommendation would complete the funding for the Boeckman Road project. However, it would only complete the funding for the Sunnyside Road project from 122nd to 142nd. It is anticipated that future applications for MTIP funding will be considered for the remaining sections to 152nd and 172nd.

On January 4, 2002, the Transportation Policy Alternatives Committee (TPAC) recommended an amendment to Resolution 02-3151 to read:

WHEREAS, now therefore be it resolved that the Metro Council and JPACT find that:

5. Efforts will be made to avoid or minimize the above funding commitments by seeking other sources such as federal discretionary funds.

**METRO**

To: JPACT

From: Andy Cotugno

Subject: I-5 Transportation and Trade Partnership

Date: January 3, 2002

At the January 10th JPACT meeting we are seeking comments on the I-5 Transportation and Trade Partnership's Working Draft Strategic Plan Recommendations for Public Review to the I-5 Task Force. Attached is a copy of the working draft recommendations. The I-5 Task Force is scheduled to approve (or modify) the Draft Strategic Plan Recommendations at their meeting on January 29, 2002. In reviewing the working draft recommendations, please pay attention to the recommendations and to the additional work that the Task Force has requested. These areas of additional work reflect outstanding issues for which the Task Force is seeking additional information.

After January 29, 2002, when the Task Force approves the Draft recommendations, JPACT will have additional opportunity to comment on the draft recommendations prior to the approval of the final recommendations. After the I-5 Task Force approval of the final recommendations (anticipated in July 2002), adoption of the recommendation will be considered as an amendment to the Regional Transportation Plan.



“Working Draft Strategic Plan Recommendations for Public Review”

About this Document

This document is a work-in-progress. It **does not** contain final recommendations. This document **does** contain working draft recommendations in the following areas: Corridor-Wide Freeway Capacity, Transit, River Crossing Capacity, Bridge Influence Area, Spot Improvements, West Arterial and Land Use. Following public input on these working draft recommendations, the Task Force is expected to discuss and adopt **“Draft Strategic Plan Recommendations for the I-5 Corridor”** on January 29, 2001.

This document also highlights areas needing additional work before the Task Force adopts a **“Final Strategic Plan Recommendations for the I-5 Corridor”** in June 2002. Areas for additional work and recommendations include: the bridge and its influence area, land use agreements, transportation demand management (TDM) actions, environmental justice and community enhancements, rail improvements, and a financing and implementation strategy. The Task Force is continuing to work on these areas and will seek public input as they develop additional recommendations.

The **“Final Strategic Plan Recommendations for the I-5 Corridor”** is expected to be adopted by the Task Force in June 2002, following further public input and discussion. The recommendations are expected to be a “package deal.” They will be inter-related and contingent upon each other. The Task Force’s “Final Strategic Plan Recommendations for the I-5 Corridor” will be sent to the Oregon and Washington Transportation Commissions and to the metropolitan planning organizations in Portland and SW Washington for review and potential adoption into their transportation plans. After adoption, the environmental review and project development phase may begin.

Introduction: Working Draft Strategic Plan

The I-5 Partnership brought together Washington and Oregon citizens and leaders to respond to concerns about growing congestion on I-5. Governors Gary Locke and John Kitzhaber have appointed a bi-state Task Force of community, business and elected representatives to develop a Recommended Strategic Plan for the I-5 Corridor between I-84 in Oregon and I-205 in Washington. In developing the strategic plan, the Task Force has been guided by the following Problem, Vision and Values Statement.

Problem

The Interstate 5 Corridor is the most critical segment of the regional transportation system in the Portland/Vancouver metropolitan area. The Corridor provides access to many of the Region’s most important industrial sites and port facilities, and is a link to jobs throughout the

Portland/Vancouver Region. Due to infrastructure deficiencies, lack of multi-modal options, land use patterns, and increasing congestion, businesses and individuals experience more frequent and longer delays in the Corridor. Without attention, the Corridor's problems are likely to increase significantly, further impacting the mobility, accessibility, livability and economic promise of the entire Region.

Vision and Values

This plan is a multi-faceted, integrated plan of transportation policies, capital expenditures, personal and business actions, and incentives to address the future needs of the I-5 Corridor.

The final plan, when implemented, will improve our quality of life by:

- Providing travel mobility, safety, reliability, accessibility and choice of transportation modes for users whether public, private, or commercial and recognizing the varied requirements of local, intra-corridor, and interstate movement;
- Supporting a sound regional economy by addressing the need to move freight efficiently, reliably, and safely through the corridor;
- Supporting a healthy and vibrant land use mix of residential, commercial, industrial, recreational, cultural and historical areas;
- Respecting and protecting natural resources including air quality, wildlife habitat and water resources;
- Supporting balanced achievement of community, neighborhood, and regional goals for growth management, livability, the environment, and a healthy economy with promise for all;
- Distributing fairly the associated benefits and impacts for the region and the neighborhoods adjacent to or affected by the Corridor; and
- Protecting our future with an improved and equitable balance of: livability, mobility, access, public health, environmental stewardship, economic vitality and environmental justice.

Overall Recommendation

Physical improvements in the I-5 Corridor, beyond those already in the region's transportation plans, are warranted and necessary to meet the transportation, economic, and livability needs of the Portland/Vancouver Region. These working draft recommendations are designed to address those needs. The specific plan elements follow.

Plan Elements

I. Corridor-Wide Freeway Capacity

a. Working Draft Recommendation:

1. The Task Force considered expanding the capacity of the Corridor to 4 through lanes in each direction, but does **not** recommend this option.
2. The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between: a) Delta Park and Lombard (see Section V.a.1) and b) 99th St. to I-205 in Vancouver.
3. One of the 3 through lanes may be designated for use as a high occupancy vehicle (HOV) lane during the peak period, in the peak direction.

b. Additional Work:

1. *The Task Force will develop and make recommendations on the potential use and extent of HOV through the I-5 Corridor (including the use of trucks in HOV lanes) in the Spring of 2002 after further public input and discussion.*

II. Transit Capacity

a. Working Draft Recommendations:

1. A light rail loop system, including feeder buses, and new and expanded park and ride lots, should be established in Clark County. In the interim, bi-state transit needs will continue to be served by express bus.
2. The light rail loop system should provide transit mobility, both within Clark County and between Washington and Oregon, in the I-5 and I-205 corridors.
3. The light rail loop system may be constructed in phases.
4. Peak-hour, premium express bus service in the I-5 and I-205 corridors to downtown Portland and to markets not well served by light rail should be provided as a supplemental service to light rail.
5. Transit service in the Corridor should be increased over the next 20 years as planned in the Metro and RTC 20-year transportation plans.

III. River Crossing Capacity

a. Working Draft Recommendations:

1. New transit and vehicle capacity should be constructed across the Columbia River in the I-5 Corridor.
2. **For vehicles**, there should be no more than 3 through lanes in each direction and up to two supplemental lanes (auxiliary or local access) in each direction across

the Columbia River (total 5 lanes in each direction). **For transit**, there should be two light rail tracks across the Columbia River in the I-5 Corridor.

3. In adding river-crossing capacity, every effort should be made to avoid displacements and encroachments.
4. The proposed design should include safety considerations.

b. Additional Work (January – June 2002):

1. *The Task Force will discuss and formulate a recommendation on whether the joint-function, river crossing should be on one structure or two, as part of the Implementation and Finance Plan. (See Section X, below.)*
2. *Whether the new capacity is on a replacement bridge or supplemental bridge will be decided by the Task Force after further public input and discussion.*

**IV. Bridge Influence Area: SR 500 to Columbia Blvd.
(Including Vancouver Interchanges)**

a. Working Draft Recommendation:

1. Between the SR 500 and Columbia Blvd. interchanges, the freeway needs to be designed to balance all of the on and off traffic, consistent with 3 through lane Corridor capacity and 5 lanes of bridge capacity, in each direction.

b. Notes

1. *This 4-mile section has the highest concentration of interchanges and traffic entering and exiting the freeway. Over half the traffic crossing the I-5 bridge begins or ends the I-5 portion of its trip between the SR 500 interchange in Vancouver and the Columbia Blvd. interchange in Portland.*
2. *In adding river-crossing capacity, every effort should be made to avoid displacements and encroachments.*

c. Additional Work (Jan-June 2002):

1. *The Task Force directs staff to present a solution or solutions that balance the following: minimizing the disruption to neighborhoods and the environment while matching bridge and freeway lane configurations, addressing merging and weaving problems, and safely and efficiently moving traffic on and off the freeway. This includes the entire SR500/I-5 interchange. Staff shall work collaboratively with the community to identify and develop new conceptual designs for the interchanges. These will be prepared and reviewed by the Task Force in the Spring of 2002.*
2. *The Task Force will then develop and make recommendations for I-5 between SR 500 and Columbia Blvd., after further public input and discussion.*

V. Spot Improvements

a. Working Draft Recommendations:

1. I-5 should be widened to three through lanes in each direction between the Delta Park and Lombard interchanges in Oregon. This project should go to construction as quickly as possible.
2. The Columbia Blvd. interchange in Oregon should be made into a full interchange (add ramps for southbound traffic to exit at Columbia Blvd. and for northbound traffic to enter the freeway from Columbia Blvd.).
3. Both the Delta Park to Lombard project and the Columbia Blvd. interchange project should be considered for design at the same time. As part of this design effort, there needs to be a phasing and financing plan, with the recognition that the Delta Park project is the first priority.
4. The transportation issues south of the I-5/Fremont Bridge junction must be addressed and solved. The Mayor of Portland, the Governor of the State of Oregon, and JPACT should join together to appoint a group of public and private sector stakeholders to study and make recommendations for long-term transportation solutions for the entire I-5/I-405 freeway loop.

VI. Land Use

a. Working Draft Recommendations:

1. To protect existing capacity and support economic development, jurisdictions and agencies in the Corridor need to agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.
2. Before construction of any additional cross-river transportation capacity is initiated in the Corridor, jurisdictions and agencies must have a documented, complementary understanding for a functionally integrated, regional transportation and land use system.

b. Notes:

1. *The Portland/Vancouver region's transportation and land use systems are integrally related, each impacting and influencing the other.*
2. *Each jurisdiction has the right and responsibility to control its own planning, development and enforcement processes.*
3. *Effectively managing the transportation/land use relationship is critical to: a) efficiently and fairly using transportation capacity, b) supporting each government's adopted growth management plans, and c) preserving and protecting the sizeable public investment in the Region's transportation system.*
4. *As land values in the Corridor increase, especially around interchanges and transit station areas, requests for zone changes are likely. Unless action is taken now, the Corridor's transportation and economic development opportunities will erode, especially with the loss of industrial lands.*

c. Additional Work (Jan-June 2002):

1. *Prior to June 30, 2002, the Task Force will develop a Model Intergovernmental Agreement (IGA) to preserve the I-5 Corridor's transportation system, especially for trade. The model IGA will focus on protecting the capacity and functionality of interchanges and transit station areas even if no cross-river transportation capacity is added now.*
2. *Prior to June 30, 2002, the Task Force will outline the key elements of Comprehensive Regional Accord to achieve the fundamental goals for a functionally integrated, regional transportation and land use system. As the post-Task Force planning process proceeds, local jurisdictions whose land use decisions may impact the Corridor, will further develop and agree to a workable Accord before new cross-river transportation capacity is added to the Corridor.*

VII. Transportation Demand Management/Transportation System Management (TDM/TSM)

a. Working Draft Recommendation:

1. Transportation demand management and transportation system management actions are important, need to be consistent, and will be made a part of the "Final Strategic Plan Recommendations for the I-5 Corridor."

b. Additional Work (Jan-June 2002):

1. *The Task Force will develop recommendations by the Spring of 2002 for bi-state TDM/TSM actions to be implemented in the Corridor before new cross-river transportation capacity is added.*
2. *The Task Force will further explore the use of congestion pricing as one of the tools for managing demand.*

VIII. Freight and Passenger Rail

a. Additional Work (Jan-June 2002):

1. *Work is currently underway to identify the capital and operating needs of the freight and passenger rail system. This work is expected to be complete in April 2002.*
2. *As part of the freight and passenger rail analysis, the estimated cost, ridership, and viability of a commuter rail system will be completed, and following public input, discussed by the Task Force.*
3. *The Task Force will develop and recommend a plan for improving Corridor heavy rail in the Spring of 2002 after further public input and discussion.*

IX. Environmental Justice and Community Enhancements

a. Additional Work (Jan-June 2002):

1. *The Task Force recognizes the need to address environmental justice and community concerns resulting from these working draft recommendations. The Task Force directs project staff to: a) continue conducting the environmental justice analysis, b) work with the affected communities to collaboratively explore potential community concerns regarding these working draft recommendations and c) develop measures to address those concern, such as neighborhood connectivity, a community foundation, air quality monitoring, etc. As a part of addressing environmental justice and community enhancements, a plan for addressing the needs of local streets will also be developed.*
2. *The Task Force will develop and recommend a plan based on the environmental justice analysis and community concerns in the Spring of 2002 after further public input and discussion.*

X. Implementation and Financing Strategy

a. Additional Work (Jan-June 2002):

- 1. An implementation strategy describing the phasing of improvements, TDM/TSM actions, and land use actions needs to be developed. The Task Force will develop and recommend an implementation strategy in the Spring of 2002 after further public input and discussion.*
- 2. Capital and operating costs of the working draft recommended improvements, even for improvements already in regional transportation plans, will likely exceed expected revenues. The Task Force will develop and recommend a financing strategy in the Spring of 2002 after further public input and discussion.*

XI. West Arterial Road

a. Working Draft Recommendation:

1. No further study of the option at this time, however, this alternative should be identified as a potential transportation solution for consideration in the future.

b. Notes:

- 1. This option has several benefits to the regional transportation system including: relieving traffic on I-5, providing an additional connection between Oregon and Washington, relieving the St. Johns neighborhood of through truck traffic, and providing an efficient south-north arterial for a) freight movement between key industrial areas in the Portland/Vancouver area and b) other traffic in North Portland.*
- 2. However, the traffic impacts to Vancouver neighborhoods and the downtown Vancouver district are significant. It is very likely that arterial roads leading to this new connection would need to be widened to accommodate the traffic traveling between the West Arterial Road and the freeway. The widening of these arterial roads would be detrimental.*

XII. Additional Elements and Strategies Considered

1. As part of the Task Force's work it considered many potential elements and strategies that are not specifically commented upon in this draft document. They include: addressing the corridor's problems with land use actions and/or transportation demand management alone, a new freeway with bridge outside the I-5 corridor (East of I-205, West of I-5) to connect Oregon and Washington, monorail, personal rapid transit, hovercraft buses, people-movers, water taxi, ferry, helicopters, gondola, etc. The Task Force also considered various combinations of the elements and strategies noted.
2. If you would like more information about those topic or have additional ideas, comments or concerns, please visit the project web site at: www.I-5partnership.com or call us at 1-866-STUDYI-5.

XIII. Next Steps:

- **Public Open Houses** – to give input on these Working Draft Strategic Plan Recommendations

January 14, 2002

4:30 - 8:00 p.m.

Hudson's Bay High School Commons

1206 E Reserve St.

Vancouver

January 16, 2002

4:30 - 8:00 p.m.

Kaiser Town Hall

3704 N. Interstate Ave.

Portland

- **Community Forum Meeting** – to give input on these Working Draft Strategic Plan Recommendations

January 12, 2002

9 a.m. - Noon

Leupke Center

1009 E. McLoughlin Blvd.

Vancouver, WA

- **Task Force Meeting** – Adoption of Draft Strategic Plan Recommendations

January 29, 2002

3:30 – 7:30 p.m.

Leupke Center

1009 E. McLoughlin Blvd.

Vancouver, WA

- **Further Public Input and Task Force Work: February through June 2002**
- **June 2002 - Task Force Adoption of Final Strategic Plan Recommendations**

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METRO

To: JPACT

From: Andy Cotugno

Subject: I-5 Transportation and Trade Partnership

Date: January 8, 2002

On Friday, January 4, 2002, TPAC reviewed the working draft recommendations for public review for the I-5 Transportation and Trade Partnership. In the discussion that followed, TPAC identified several points for consideration, as the recommendations are refined. The TPAC discussion also recognized that the final recommendations for the I-5 Corridor will require JPACT and Metro Council action to amend the Regional Transportation Plan and possibly other actions.

To draw your attention to these issues, I have summarized the TPAC discussion:

- The data indicate a greater volume of Washington County trucks using I-5 than expected (the data show 16% of trucks at the bridge going to or from Washington County). This increases the importance of regional outreach efforts to involve those that may not realize how affected they are by conditions on I-5.
- Part of the additional work needed between January and June 2002 is to identify improvements needed on arterials in the I-5 corridor to facilitate freight movement. The recommendations call for additional work to identify a plan to discourage traffic from using some arterials (community enhancement/environmental justice). Work is also needed to plan for other arterials (i.e., Marine Drive, Columbia Blvd.) to accommodate more traffic, especially trucks.
- More information is needed to describe the key freight patterns, commute patterns, and general traffic patterns now and how they will be impacted in the future by the proposed improvements.
- How will congestion pricing be addressed? Will it address demand management and financing? How final can a decision about congestion pricing be in July?

- The working draft recommendations call for LRT across the Columbia at I-205 as part of a phased LRT Clark County loop. Can the I-205 Bridge accommodate LRT? Would LRT take a lane away from traffic on the I-205 Bridge and how would that impact truck traffic?
- The time line for the plan extends beyond 20 years. Shouldn't the long-range plan for this corridor include more highway capacity (a fourth lane) recognizing the economic importance of this area? At least, shouldn't we preserve the ability to expand I-5 to four lanes south of Columbia Blvd depending on the outcome of the Rose Quarter/Loop (I-405/East Bank Freeway/Rose Quarter) study. Or consider reducing access to I-5 if local traffic can be served elsewhere.
- The process takes too long. Traffic constraints for freight at the I-5 Delta Park area are already severe. The process leads to the solution in too long a time frame.
- When the RTP is amended to incorporate the I-5 Partnership recommendations, what do we want to say about the West Arterial? The working draft recommendations call for no further study of a west arterial option at this time however, they recommend that the alternative should be identified as a potential transportation solution for consideration in the future.

COLUMBIA RIVER CHANNEL DEEPENING UPDATE

January 2002

BIOLOGICAL ASSESSMENT COMPLETED

On January 3, 2002, the U.S. Army Corps of Engineers transmitted the Biological Assessment (BA) of the Columbia River channel deepening project to the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS). The BA thoroughly analyzes potential environmental effects of the project and incorporates additional ecosystem restoration and monitoring measures.

Despite some short-term effects on the river system -- mostly through slightly increased suspended sediments and turbidity during construction, the Corps believes that the channel deepening project can be completed without long-term negative effects to salmonid populations. The Corps will monitor before, during and after construction to validate this assumption.

As part of the reconsultation process, the Corps, NMFS, and USFWS convened an independent panel of seven scientists to consider the technical issues, identify the best available science, and evaluate information on environmental issues connected with the channel deepening project.

This BA broadens the analysis to include all areas of the Columbia River, bank-to-bank, between the Bonneville Dam and 12 miles offshore. The BA includes actions associated with deepening the Columbia River channel, compliance measures to minimize incidental take of listed species, monitoring actions to ensure deepening and disposal have minimal effects on listed fish and their habitats, and adaptive management to respond to impacts discovered through the monitoring program. One of the most important changes was to incorporate a monitoring and research component to contribute to further information valuable to the recovery of endangered species in the Columbia River.

Because this project is a multi-purpose project that includes both navigation improvement and expanded restoration components, the BA adds six ecosystem restoration measures to improve the habitat and environmental quality of the Columbia River. The new restoration features include restoration of wetlands, native vegetation, and fish access to spawning streams in the estuary.

Under Section 7 of the federal Endangered Species Act, the BA must be completed by the federal agency proposing to conduct major construction activities.

NEXT STEPS

The next step is the Biological Opinion (BO) by NMFS and USFWS, which is anticipated in March 2002. A BO is the evaluation of whether a proposed action will jeopardize a listed endangered species or adversely modify or destroy critical habitat.

Following NMFS' issuance of a BO on the project, one more set of environmental approvals will be required - water quality and coastal zone management certifications from Oregon and Washington. In addition, the Corps will do a supplemental environmental impact statement (SEIS) on the channel deepening project in 2002. Public involvement will be a key part of that process. The project's benefit to cost ratio of 1.9 to 1 will be reviewed and revised during the SEIS although it is not expected to change substantially.

Washington state funding for the project will be sought in 2002. Federal appropriations for ecosystem restoration, research and monitoring will be sought in 2002 as well assuming a positive BO is issued.

For more information on the Columbia River Channel Deepening Project, visit the Corps' website at www.nwp.usace.army.mil/issues/.

METRO JPACT ROLL CALL AND VOTE RECORD

Meeting Date: January 10, 2008

Agenda Item No.:

Plan on attending	Member/ Alternate	Present/ Absent	Moved	2 nd	Aye	Nay	Abstain
	Brian, Tom						
yes	Burkholder, Rex						
lm	Capell, Peter						
yes	Cruz, Serena Maria						
yes	Drake, Robert						
lm	Galligan, Ed Bill Wyatt						
	Ginsburg, Andy						
yes	Hales, Charlie						
yes	Hallock, Stephanie						
yes	Hansen, Fred						
yes	Haverkamp, Larry						
NO	Hosticka, Carl						
	Jordan, Michael						
	Katz, Vera						
yes	Kennemer, Bill						
	Kight, James						
	Legry, Mary						
	Liebe, Annette						
	Lohman, Dave						
yes	Lookingbill, Dean						
	McFarlane, Neil						
yes	Monroe, Rod						
	Newman, Brian						
	Odgen, Lou						
yes	Park, Rod						
NO	Pollard, Royce						
no	Pridemore, Craig						
-	Roberts, Lonnie						
yes	Rogers, Roy						
lm	Rohde, Karl						
yes	Van Sickle, Kay						
yes	Wagner, Don						
	Warner, Bruce						

The vote is:

COMMITTEE TITLE SPACT

DATE January, 10, 2002

NAME

AFFILIATION

Rod Monroe	Metro Council
Maria Repke Joffe	WHEO
FRED HANSEN	TRI-MET
CHARLIE HALE	Portland
Eric Connerman	CLACKAMAS Co
Kay Van Dicken	ODOT
Stephanie Kellock	ODEQ
Dan Wagner	WSDOT
PETER CAPEN	CLARK COUNTY
Larry Haverkamp	Gresham OR. Mult County
KARL ROLFE	C ³
Bill Wyatt	Port
Dean Costingbill	RIC (alt. to Mayor Vancouver)
Roy Rogers	WASHINGTON County
Rod Park	Metro Council
ROB DRAKE	CITIES OF WASHINGTON CO.
Michael Morrissey	Metro
Chris Diffbach	metro

COMMITTEE TITLE JPACT

DATE Jan 10, 02

NAME

AFFILIATION

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ODOT

Andy Back

Wash. County

John Gilliam

City of Portland

Dave Williams

ODOT

Dave Lohman

Port of Portland

Nancy Kraushaar

Oregon City

Bernie Bottomly

Tri-met

NEIL MCFARLANE

" "

Deb Wallace

WSDOT

Andy Ginsburg

DEQ

HAYBZ ROZABAUGH

CITY of VANCOUVER

RUDY/KADLUB

COSTA PACIFIC COMMUNITIES

Dale Miller

C-TRAN

Danielle Cowan

City of Wilsonville

Charlotte Lehan

"

Linda Floyd

"

Jeff Stone

Metro Council

KIPK PAWLOSKI

Oregon Health Sciences University

COMMITTEE TITLE _____

DATE _____

NAME

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OHSU

Ross Williams

CST/CLF

Bill STEWART

THE OREGONIAN

Jana Whitell-Bozelle

Metro