

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-) RESOLUTION NO. 10-4130
11 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by Councilor Kathryn Harrington
PROJECTS FUNDED THROUGH THE STATE)
JOBS AND TRANSPORTATION ACT (HB 2001))

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

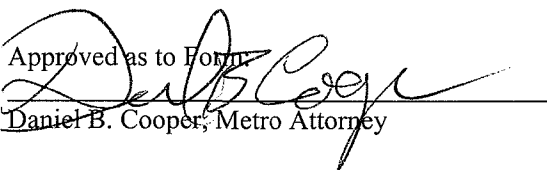
WHEREAS, in 2009 the State passed the Jobs and Transportation Act (HB 2001) to provide funding to transportation projects, several of which are located in the Metro region; and

WHEREAS, the projects and funding must be incorporated into the MTIP so that ODOT can begin design and construction of the projects; and

WHEREAS, these changes to programming for these projects has been determined through inter-agency consultation to be in conformity with the State Implementation Plan for air quality as described in Exhibit A; and

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 include the projects as shown in Exhibit B.

ADOPTED by the Metro Council this 4 day of March 2010.

Approved as to Form

Daniel B. Cooper, Metro Attorney


David Bragdon, Council President

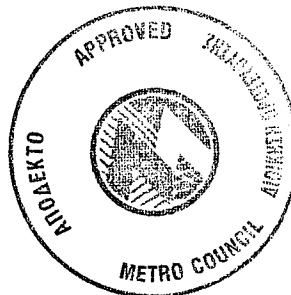


Exhibit A

Air Quality Conformity Analysis for Resolution No. 10-4130

Air Quality Analysis Report – Regional “Burden” Analysis ODOT Jobs and Transportation Act Projects in the Metro Area January 2010

Overview and Issue

The Clean Air Act and other federal and state of Oregon transportation and air quality regulations require that transportation projects of regional significance be assessed for their air quality impact. Proposed project emissions are added to the emissions generated from the use of the existing surface transportation system (the road system as well as fixed guideway systems, like light rail) as well as all transportation projects that are planned (known as the “financially constrained” system) to estimate total future emission levels.

Currently, the Metro area complies with all current federal and state air quality standards. However, as in the past the region did exceed Carbon Monoxide (CO) standards, the region is required to comply with a maintenance plan that contains methods to manage CO, including monitoring projected future levels of transportation generated emissions of CO. A “motor vehicle emission budget”, or maximum CO emission level from the area’s transportation system, has been determined by the Oregon Department of Environmental Quality and the US Environmental Protection Agency. Projected region-wide CO emissions may not exceed the motor vehicle emission budget for CO. Air quality must be checked for future conditions to the end year of the transportation plan – in this case, the year 2035. This analysis and comparison is known as the regional burden analysis.

ODOT has proposed to add seven projects to the region’s system. These new additions have been determined to be regionally significant and have not been assessed previously for their air quality impact. This report provides a summary of the region-wide burden analysis performed for these projects in order for them to be considered for addition to the Metro Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP).

Comment Period and Contact

A 30 day period for public and technical comment is provided prior to consideration of amending the RTP and MTIP to add these projects. The comment period is from January 22, 2010 to February 22, 2010. Comments or questions may be directed to: Mark Turpel at Metro as follows: mark.turpel@oregonmetro.gov, or (503) 797-1734 or via mail service at Metro, 600 NE Grand Avenue, Portland, OR 97232.

Proposed Projects

These projects include the following new or revised projects:

US Highway 26: Cornell to Shute Road (a segment of RTP Project # 11124) – project increases lane capacity from 2 to 3 lanes in each direction between Shute Road and Cornell Road.

Design update from Conformity Model Assumptions: adds 1 lane each direction (capacity increases from 4,000 vehicles per hour to 6,000) under the overcrossing structure at Cornell Road and changes the timing of project from the 2035 model year to year 2017, (RTP project was modeled as though additional freeway lanes were to be auxiliary lanes between interchanges and not extended under the overcrossing).

US Highway 26: Shute Road/Helvetia Road interchange (RTP Project # 10600) – There were no changes in vehicle capacity at the interchange assumed in the travel demand model associated with this project.

Design update from Conformity Model Assumptions: add a southbound exit auxiliary lane on Shute Road overcrossing and an additional northbound through travel lane on Shute Road overcrossing and lengthening the existing northbound right-turn lane on Shute Road to eastbound US26.

Interstate 5 @ I-205 interchange (a new element of RTP Project #10872) – The original RTP project is to add a lane to the I-205 southbound to I-5 southbound interchange to the Norwood Road overcrossing. This project is currently beginning construction. This new project element would provide a similar additional lane for the I-5 to I-205 northbound movement. There were no vehicle capacity assumptions in the project associated with this new element of the RTP project. This new project is a part of the improvements included in the project definition of the I-5/99W connector in the current update process of the RTP.

Design update from Conformity Model Assumptions: add a new lane northbound on I-5 between the Norwood Road overcrossing of I-5 and I-5/I-205 interchange that is a dedicated exit lane to I-205 northbound.

Sellwood Bridge/Oregon Highway 43 intersection (RTP Project # 10414) - Rebuild the Sellwood Bridge. RTP conformity was for PE only so no change from base condition was what was modeled for conformity.

Design update from Conformity Model Assumptions: allow buses and trucks to use the structure (though no additional lanes/motor vehicle volume capacity would be added) and revise the link connection design on the western Sellwood Bridge/Highway 43 intersection to reflect the current preferred intersection design.

Oregon Highway 213 @ Washington Street intersection (RTP Project # 10868) – Project is to convert Washington Street crossing from at-grade crossing to grade separated.

Design update from Conformity Model Assumptions: A local street connection of Agnes Avenue to Washington Street near the intersection is eliminated for access control and reflecting a new property development agreement. Turn lanes are added on Washington Street at the intersection with OR 213 that adds some vehicle capacity.

I-84 @ Marine Drive/Frontage Road/257th (update to RTP Project # 10871) – funded project increases the capacity of the I-84 east-bound off-ramp and the South Frontage Road by adding an additional queuing lane to the off-ramp and a third through travel lane to the Frontage Road.

Design update from Conformity Model Assumptions: revise the model capacity to reflect the additional vehicle capacity of the ramp and Frontage Road. (changes capacity of the eastbound off-ramp from 1000 vehicles per hour capacity to 1,400 and the capacity of the South Frontage Road from 1,400 to 1,800). The third through travel lane on the Frontage Road is a substitution

for constructing a parallel “Backage Road” to the south of the Frontage Road between the exit ramp and 257th Avenue (RTP project #10871).

Sunrise Corridor (Phase of RTP Project # 10869) – Project as proposed is to construct a 4-lane limited access highway between 82nd and 122nd Avenues with associated reconfiguration of local street network connections. The project modeled and conformed as part of the RTP is an 8-lane (2 as auxiliary lanes) build out of the highway in this segment.

Design update from Conformity Model Assumptions: reduce the modeled capacity of future transportation investments from 8,000 vehicles per hour to 4,000 for a segment east of I-205 between SE 82nd Avenue and SE 122nd Avenue.

Air Quality Conformity Determination Results and Conclusion

In the table below the results of using the MOBILE6.2 air quality model in conjunction with the Metro Travel Forecast Model show the projection of total future CO emissions for the Metro region, including the seven proposed JTA projects.

Air Quality Analysis Results for Metro Portland Area - Carbon Monoxide in Pounds, Daily (winter)

Year	Projected Carbon Monoxide Emissions from Metro RTP Transportation Network <small>(including all 7 proposed JTA projects)</small>	Motor Vehicle Emission Budget <small>(Maximum emissions from transportation)</small>
2017	706,880	1,181,341
2035	834,090	1,181,341

These results show that the Metro region, with the addition of the seven JTA projects, will continue to meet CO air quality standards in the future to at least the year 2035.

Exhibit B

**2008-11 Metropolitan Transportation Improvement Program
Table 4.1.1 amendments**

I-205 @ OR 213 Interchange (Oregon City)

Existing Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2010	2011
Oregon City	16322	OR 213: I-205 – Redland Road O-xing (Oregon City)	Planning and preliminary design work for I-205 interchange at OR213 and arterial connections to OR213 to/through north portion of Oregon City regional center.	HPP (Fed earmarks)	PE	\$2,730,650			
				Local	ROW				\$1,600,000

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2010	2011
Oregon City	16322	OR 213: I-205 – Redland Road O-xing (Oregon City)	Planning and preliminary design work for I-205 interchange at OR213 and arterial connections to OR213 to/through north portion of Oregon City regional center.	HPP (Fed earmarks)	PE	\$2,300,000			
				Local	ROW				\$1,600,000
Oregon City	16985	OR213 @ Washington Street	Phase I of the I-205 @ OR 213 Interchange project that will grade-separate Washington Street intersection to OR213 with associated turn lanes on OR213 to improve safety and increase vehicular access to north end of Oregon City regional center.	State JTA earmark	Con				\$22,000,000

US26 @ Shute Road Interchange

No Existing Programming

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012 (information only - not part of current amendment – will propose adding to 2010-13 MTIP)
ODOT	TBD	US26 @ Shute Road Interchange	Design and construct modifications to the Shute Road interchange and overcrossing of US26 (Sunset Hwy) north of Hillsboro.	State JTA earmark	PE	\$8,100,000		
					Right-of-way		\$15,750,000	
					Construction			\$21,150,000

I-84 @ Marine Drive/257th Avenue Interchange

No Existing Programming

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012 (information only - not part of current amendment – will propose adding to 2010-13 MTIP)
ODOT	TBD	I-84 @ Marine Drive/257 th Avenue Interchange	Design and construct modifications to the eastbound I-84 to Marine Drive/257 th Avenue interchange and widen the eastbound frontage road to three lanes with right turn bays between Marine Drive and 257 th Avenue in Troutdale.	State JTA earmark	PE	\$4,320,000		
					Construction			\$19,680,000

I-5 @ I-205 Northbound Interchange

No Existing Programming

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011	2012 (information only - not part of current amendment – will propose adding to 2010-13 MTIP)
ODOT	TBD	I-5 @ I-205 Northbound Interchange	Add auxiliary lane on I-5 northbound to create a two-lane exit to I-205 northbound.	State JTA earmark	PE	\$1,320,000	
					Construction		\$9,680,000

Sellwood Bridge @ OR43

Existing Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009
Multnomah County	13762	Sellwood Bridge @ OR43	Sellwood Bridge replacement project as defined by alternatives analysis and environmental process.	STP-U	PE	\$2,000,000	
				HBR	ROW	\$8,973,000	\$5,383,800

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2011
Multnomah County	13762	Sellwood Bridge @ OR43	Sellwood Bridge replacement project as defined by alternatives analysis and environmental process.	HPP	PE	\$2,000,000		
				HBR	ROW	\$8,973,000	\$5,383,800	
	TBD			State JTA earmark	Construction*			\$30,000,000

* \$30,000,000 will be footnoted as available but not actually programmed in the STIP for construction until revenues covering the full cost of the construction phase is available.

Sunrise Corridor

Existing Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009
ODOT	15555	Sunrise Corridor	Phase 1 of a new limited access highway from I-205 east to Hwy 212 and associated arterial improvements.	HPP	PE	\$15,308,100	
				OTIA	ROW		\$20,000,000

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2013 (information only - not part of current amendment - will propose adding to 2010-13 MTIP)
Clackamas County	15555	Sunrise Corridor	Phase 1 of a new limited access highway from I-205 east to Hwy 212 and associated arterial improvements.	HPP	PE	\$15,308,100		
				OTIA	ROW		\$20,000,000	
				State JTA earmark	Construction			\$100,000,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4130, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD PROJECTS FUNDED THROUGH THE STATE JOBS AND TRANSPORTATION ACT (HB 2001)

Date: March 4, 2010

Prepared by: Ted Leybold

BACKGROUND

The Oregon Department of Transportation has requested that six projects be added to the 2008-11 Metropolitan Transportation Improvement Program. The following projects received funding from the 2009 Jobs and Transportation Act of the Oregon State legislature. The funding is only available to these projects and may not be transferred to any other project.

US Highway 26: Shute Road/Helvetia Road interchange (RTP Project # 10600) – This project is to add a westbound to southbound loop ramp, an additional northbound through lane and to relocate the Jacobsen/Shute Rd. intersection further north away from the interchange.

Interstate 5 @ I-205 interchange (a new element of RTP Project #10872) – Add an auxiliary lane to I-5 northbound to the I-205 northbound interchange.

Sellwood Bridge/Oregon Highway 43 intersection (RTP Project # 10414) - Rebuild the Sellwood Bridge and the western Sellwood Bridge/Highway 43 intersection to reflect the preferred design of the current alternatives analysis.

Oregon Highway 213 @ Washington Street intersection (RTP Project # 10868) – Project is to convert Washington Street crossing from at-grade crossing to grade separated.

I-84 @ Marine Drive/Frontage Road/257th (update to RTP Project # 10871) – Project increases the capacity of the I-84 east-bound off-ramp and the South Frontage Road by adding an additional queuing lane to the off-ramp and a third through travel lane to the Frontage Road between Marine Drive and 257th Avenue.

Sunrise Corridor (Phase of RTP Project # 10869) – Project as proposed is to construct a 4-lane limited access highway between 82nd and 122nd Avenues with associated reconfiguration of local street network connections.

An air quality conformity analysis has been completed and was available for a 30-day public comment period. The analysis and public comments received are provided in Exhibit A. The analysis demonstrates that the region will be in conformity with the State Implementation Plan for air quality if the projects are included in the MTIP and constructed as proposed.

ANALYSIS/INFORMATION

- 1. Known Opposition** One public comment in opposition to the projects as not needed.
- 2. Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area). Consistency with the Air Quality Conformity Determination, as adopted by Metro Resolution No. 07-3824 (For the Purpose of Approving the Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Improvement Program) has been demonstrated.
- 3. Anticipated Effects** Adoption of this resolution will make available state transportation project funding for the design and construction of the six projects.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4130.