

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CHANGE THE SCOPE OF WORK ON THE SOUTHEAST HARMONY ROAD: HIGHWAY 224 TO 82 ND AVENUE PROJECT)	RESOLUTION NO. 10-4176
)	
)	Introduced by Councilor Carlotta Collette
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)	

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 or significantly change the scope to existing projects in the MTIP; and

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

WHEREAS, the JPACT and Metro Council awarded \$1.5 million of funding authority to Clackamas County to perform preliminary engineering for the widening and modernization of SE Harmony Road between Highway 224 and 82nd Avenue to five vehicle lanes and to separate the at-grade road crossing of the Union Pacific railroad; and

WHEREAS, the awarding of these funds is adopted in the 2008-11 MTIP as Programming Table 4.1.2; and

WHEREAS, the total cost of the originally proposed project scope is more than is forecasted to be available to the project through local sources or the Regional Flexible Fund allocation process;

WHEREAS, Clackamas County has proposed that system management and sidewalk improvements would better serve the land use context, meet the priority capacity needs of SE Harmony Road, and reflect the best use of limited transportation funding than spending on preliminary engineering for the original project; and

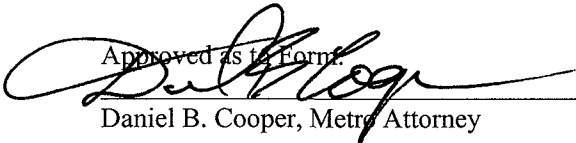
WHEREAS, Section 1.7 of the 2008-2011 MTIP states that the MTIP shall be amended by Metro/JPACT Resolution where an adjustment will significantly change the project scope, whose definition includes “the deletion of a modal element described in the original project”; and

WHEREAS, the proposed change in the Harmony Road project meets the definition of a significant change in project scope as it eliminates funding the engineering of a modal element (new motor vehicle lanes) in favor of construction of Intelligent Transportation Systems (ITS) and other elements that improve capacity; now, therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the Programming Table, Section 4.1.2, of the 2008-11 Metropolitan Transportation Improvement Program to change the scope of work of the SE Harmony Road project as provided in Exhibit A to this resolution.

ADOPTED by the Metro Council this 19 day of August 2010.


David Bragdon, Council President


Approved as to Form
Daniel B. Cooper, Metro Attorney

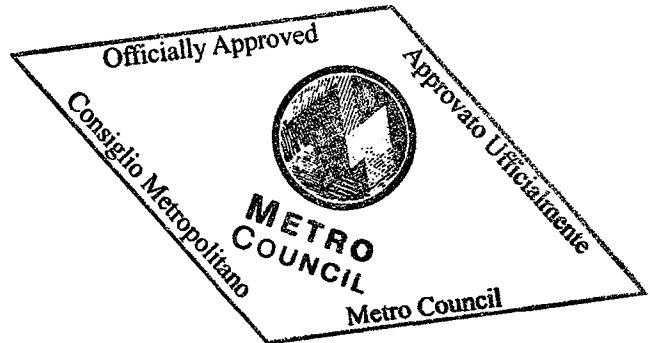


Exhibit A to Resolution No. 10-4167

2008-11 Metropolitan Transportation Improvement Plan Table 4.1.1 amendment

Existing Programming

Sponsor	ODOT Key No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012
Clackamas County	15599	Harmony Road: 82 nd Ave to Highway 224	Engineering for widening roadway to 5 lanes, overcrossing of freight/Amtrak rail line.	STP	PE		\$1,500,000	

Amended Programming

Sponsor	ODOT Key No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012
Clackamas County		Harmony Road: Linwood Avenue to 82 nd Avenue	Intelligent signal work, sidewalks and illumination.	STP	PE	\$222,530		
					ROW/Utilities		\$90,627	
					Construction			\$1,186,842

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4176, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CHANGE THE SCOPE OF WORK ON THE SOUTHEAST HARMONY ROAD: HIGHWAY 224 TO 82ND AVENUE PROJECT

Date: August 19, 2010

Prepared by: Ted Leybold

BACKGROUND

Clackamas County was awarded regional flexible funding authority in 2007 for the purpose of conducting preliminary engineering of a potential project to widen and modernize SE Harmony Road between Highway 224 and 82nd Avenue, including a potential grade separation of the road from the Union Pacific railroad.

During the initial Environmental Impact Statement analysis, several alternatives were reviewed. Retaining Harmony Road as a three lane facility was strongly supported by the neighborhood, supported the context of the existing land uses and also met the needs of the surrounding area. The total cost of engineering, right of way acquisition, utilities and construction of this original project scope is more than is forecasted to be available to the project through local sources or the Regional Flexible Fund allocation process. The County proposes that system management and sidewalk improvements would better serve the land use context, meet the priority capacity needs of SE Harmony Road, and reflect the best use of limited transportation funding than spending the funds on preliminary engineering for the original project. Redefining the project scope would result in actual construction of improvements and relieve the County of potentially having to repay federal funds spent on engineering if the subsequent construction could not occur due to funding constraints.

Rather than engineer additional general capacity lanes on Harmony Road, the revised project would construct Intelligent Transportation System improvements at Harmony Road's intersections with Fuller, the North Clackamas Park District driveway and Linwood Avenue and will include fiber optic communication that will connect to the existing Clackamas County/ODOT fiber optics communication ring at 82nd Avenue/Harmony Road/Sunnyside Road to reduce vehicle delay. It would also construct sidewalk on the north side of Sunnyside Road from the Clackamas Town Center to 82nd Avenue, on the south side of Harmony Road from Clackamas Community College to 82nd Avenue, on the west side of 82nd Avenue from the Toys 'R' Us property to the intersection with Sunnybrook Boulevard and a completed multiuse path connection from the Clackamas Town Center to 82nd Avenue. The project would also construct continuous illumination along Harmony Road from 82nd Avenue to Linwood Avenue.

Clackamas County seeks JPACT and Metro Council approval to revise the scope of this project as described. The proposed change in the mix of modal elements included in the project warrants a resolution per section 1.7 in the 2008-11 MTIP.

ANALYSIS/INFORMATION

1. Known Opposition None known at this time.

2. **Legal Antecedents** Section 1.7 of the 2008-2011 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) (“2008-11 MTIP”). MTIP provides that it may be amended by Metro/JPACT Resolution where an adjustment will significantly change a project scope, defined as “the deletion of a modal element described in the original project scope . . . or if . . .the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process;” Proposed resolution will amend the Programming Table 4.1.2 of the 2008-11 MTIP. Changes scope of project originally awarded funding authority by Resolution 07-3773 on March 15, 2007 (For the purpose of allocating \$64 Million of Transportation Priorities funding for the years 2010 and 2011, pending air quality conformity determination).
3. **Anticipated Effects** Adoption of this resolution will allow Clackamas County to proceed with adding system management and pedestrian improvements on SE Harmony Road between Highway 224 and 82nd Avenue.
4. **Budget Impacts** No Metro funds are obligated by this agreement.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4176.