

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-	)	RESOLUTION NO. 11-4314
13 METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO ADD	)	Introduced by Chief Operating Officer Martha
THE OR217: ACTIVE TRAFFIC	)	Bennett with the concurrence of Council
MANAGEMENT PROJECT AND REMOVE THE	)	President Tom Hughes
PROJECT DEVELOPMENT STUDY OF	)	
MODIFYING INTERCHANGE RAMPS ON	)	
HIGHWAY 217 BETWEEN BEAVERTON-	)	
HILLSDALE HIGHWAY AND ALLEN	)	
BOULEVARD	)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the Oregon Department of Transportation recently led a study of the operations of the Highway 217 Corridor in collaboration with other transportation agencies to prioritize system management projects to improve the safety and reliability and reduce congestion of motor vehicle traffic in the corridor; and

WHEREAS, variable message signs along the corridor to inform drivers of travel times and incidents on the highway and shoulder widening to allow space for stalled and emergency service vehicles off of through lanes were priorities identified in the study; and

WHEREAS, funding was identified from savings from previous ODOT administered projects on Highway 217, the 2012-13 Region 1 Operations funding program, and by changing the scope of an existing project on Highway 217 allocated regional flexible funds; and

WHEREAS, ODOT has proposed programming of funds as described in Exhibit A to this resolution, and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

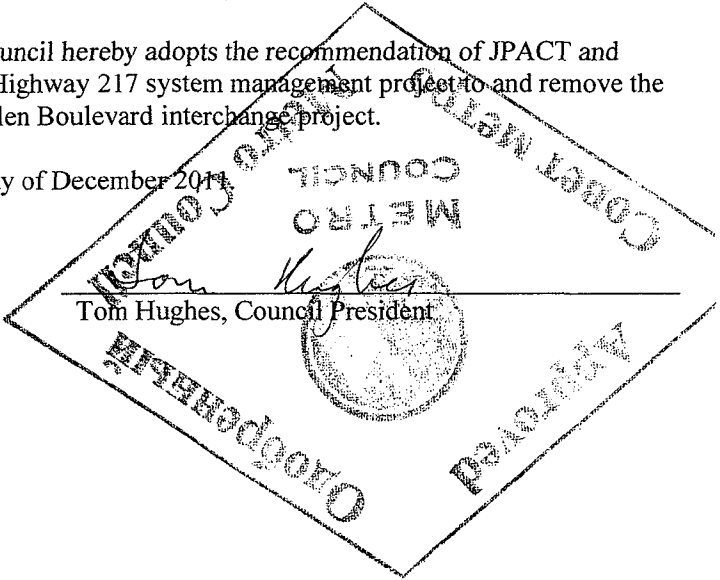
WHEREAS, notwithstanding the Clean Air Act conformity requirement, 40 C.F.R 93.126 exempts this project from the requirement to demonstrate conformity with the state's air quality goals because it is a system management and operations project; and

WHEREAS, funding is available for these projects within existing revenues, consistent with the MTIP financial plan; and

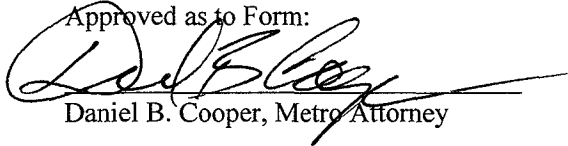
WHEREAS, JPACT approved this resolution December 8, 2011; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Highway 217 system management project to and remove the Highway 217: Beaverton-Hillsdale Hwy to Allen Boulevard interchange project.

ADOPTED by the Metro Council this 15 day of December 2011



Approved as to Form:

  
Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution No. 11-4314**

**2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment**

**Action:** Amend MTIP to add construction phase to ODOT project.

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Operations Reserve for 2012-13	Reserve fund for Operations projects.	16260	ODOT				2012/13	\$1,110,000			\$1,110,000
Urban-Rural ITS for 2012-13	Reserve fund for ITS projects.	16252	ODOT				2012/13	\$2,500,000			\$2,500,000
OR217: Pavement & Shoulder Repair	Overlay and shoulder widening on Hwy 217.		ODOT		PE			\$587,000			
					Con			\$5,000,000			
					Con	TCSP Earm.		\$593,000			
OR217 Study	Interchange management study.	15604	ODOT					\$284,000 (Remaining funds)			
OR217: B-H Hwy to Allen Blvd.	Preliminary engineering of ramp capacity changes at and between these interchanges.	15604	Wash. Co.					\$373,000	\$42,692		\$415,692

**Exhibit A to Resolution No. 11-4314**

New programming (new phase):

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Operations Reserve for 2012-13	Reserve fund for Operations projects.	16260	ODOT				2012/13	\$0			\$0
Urban-Rural ITS for 2012-13	Reserve fund for ITS projects.	16252	ODOT				2012/13	\$0			\$0
OR217: Pavement Repair	Overlay and shoulder widening on Hwy 217.		ODOT					\$2,000,000			
OR217 Study	Interchange management study.	15604	ODOT					\$0			
OR217: B-H Hwy to Allen Blvd.	Preliminary engineering of ramp capacity changes at and between these interchanges.	15604	Wash. Co.					\$373,000	\$42,692		\$415,692
The OR 217: Active Traffic Management Project		16252	ODOT	\$10,489,692	PE		2012	\$1,487,000	\$42,692		\$10,489,682
					Con		2013	\$9,197,000			

## STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE OR217: ACTIVE TRAFFIC MANAGEMENT PROJECT AND REMOVE A PROJECT DEVELOPMENT STUDY OF MODIFYING INTERCHANGE RAMPS ON HIGHWAY 217 BETWEEN BEAVERTON-HILLSDALE HIGHWAY AND ALLEN BOULEVARD

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Date: December 8, 2011

Prepared by: Ted Leybold, 503-797-1759  
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### BACKGROUND

The Oregon Department of Transportation received a federal appropriation to study the operations of the Highway 217 corridor and prioritize near-term projects that improve traffic safety and congestion. The *OR 217 Interchange Management Study* was recently completed and two of the priority projects identified were traveler information in the corridor and targeted widening of shoulders at specific high crash locations.

The first step in implementing traveler information in the corridor is providing 17 variable message signs on Highway 217 and connecting arterial roads that will provide information to drivers about congestion and incidents. Primary messages displayed will include travel times to common destinations and advanced warnings of congested conditions or incidents.

Targeted shoulder widening is intended to improve incident response and maintain system capacity during an incident. Increasing the shoulder width in key areas will allow emergency response vehicles to reach and clear incidents faster, and will also provide an area where an incident (such as a stalled vehicle or debris) can be moved to the shoulder. It also provides space for errant vehicles to avoid rear end collisions, thus reducing non-recurring delay (estimated to represent approximately 60% of the total delay on Highway 217) and reducing the number and cost associated with crashes.

In several locations along OR 217 the outside shoulder is less than a lane width (sometimes as narrow as three to four feet wide). When an incident occurs in one of these sections, the through capacity on the freeway is significantly reduced. In a two-lane section, a one-lane blockage actually results in a 65% reduction to capacity, not 50%. This may seem counterintuitive, but the additional lost capacity is due to vehicles slowing down in the adjacent lane as they approach and pass the incident (gawking effect). Based on a conservative estimate of restoring 30% of lost capacity during an incident and reducing 5% of crashes in the target shoulder widening areas, each segment of shoulder widening (on average) could save motorists up to \$1 million over a five-year period.

The three sections identified for improvement are:

- \* Southbound from Scholls Ferry Rd to Greenburg Rd
- \* Northbound from Greenburg Rd to Scholls Ferry Rd
- \* Southbound from Denny Rd to Hall Blvd

Variable message signs and shoulder widening projects are exempt from the requirement that a regional air quality conformity determination be made by the code of federal regulations 40 CFR 93.126.

Funding for the project will come from several sources. First are remaining funds from the federal appropriation to the corridor. ODOT is also dedicating funds from its Operations program reserve, and its Urban & Rural Intelligent Transportation System (ITS) reserve. Finally, Washington County has requested

transfer of funds from a regional flexible fund award for project development work to consider interchange ramp improvements on Highway 217 between Beaverton-Hillsdale Highway and Allen Boulevard. This action will remove this project development award from the MTIP and transfer its \$373,000 of federal funding authority to the new OR217: Active Traffic Management project.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add this project to the 2010-13 MTIP. It will also combine funding from the 2012-13 ODOT Operations program (\$1,110,000), the Urban & Rural ITS program (\$2,500,000), and utilize funds from the Highway 217: Beaverton-Hillsdale to Allen Boulevard project development study and remove that project from the 2010-13 MTIP.

#### **ANALYSIS/INFORMATION**

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available for the new OR217 Active Traffic Management project. The project uses funding from the 2012-13 ODOT Operations reserve, the 2012-13 Urban & Rural ITS program, and utilizes funds from the Highway 217: Beaverton-Hillsdale to Allen Boulevard development study of interchange ramps on and removes that project from the 2010-2013 MTIP.
- 4. Budget Impacts** None.

#### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 11-4314.