

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 90-1218
REGION'S PRIORITY HIGHWAY IMPROVE-) Introduced by
MENTS FOR INCLUSION IN THE 1991-1996) Councilor Mike Ragsdale
ODOT SIX-YEAR HIGHWAY PROGRAM)

WHEREAS, Metro Resolution No. 89-1134A established the region's priorities for inclusion of projects in the 1991-1996 ODOT Six-Year Program update; and

WHEREAS, Additional requests relating to the Terwilliger Bridge have been submitted by Portland and Multnomah County; and

WHEREAS, The Terwilliger Bridge was previously identified as a regional priority and included in the previous Six-Year Program; now, therefore,

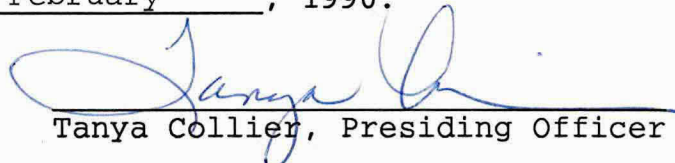
BE IT RESOLVED:

1. That the Council of the Metropolitan Service District reconfirms the Terwilliger Bridge as a previous regional priority commitment.

2. The staff is directed to forward this priority in testimony during the appropriate hearings on the Six-Year Program update by ODOT.

3. That this action is consistent with the Regional Transportation Plan.

ADOPTED by the Council of the Metropolitan Service District this 22nd day of February, 1990.


Tanya Collier, Presiding Officer

Attachment A

Project Rankings for the 1991-1996 Six-Year Program Update

Facility	Project Limits	Project Description	1987 V/C	Rating (Points)	1985-88 Accident Rate	Rating (Points)	1987 YHD	Rating (Points)	1998 V/C	Rating (Points)	1998 YHD	Rating (Points)	1998 V/C	Recent Development	Rating (Points)	Est. Cost	2005 YMT/YT	Cost per 2005 YMT	Rating (Points)	Total (Points)
(U.S. 30) Sandy Boulevard	1-205 - 102nd	Ramp Improvement None	.708	Low (1 pt.)	94%	Low (1 pt.)	.04	Low (1 pt.)	.997	High (3 pts.)	4.51	Low (1 pt.)	Yes	Yes	High (3 pts.)	—	3,701.9		Low (1 pt.)	11
(U.S. 30) Sandy Boulevard	102nd - 112th	Widen to 5 Lanes	.477	Low (1 pt.)	129%	High (3 pts.)	0.	Low (1 pt.)	.681	Low (1 pt.)	0.	Low (1 pt.)	No	Yes	Med. (2 pts.)	—	2,443.4		Low (1 pt.)	10
(U.S. 30) Sandy Boulevard	112th - 181st	Widen to 5 Lanes	.793	Low (1 pt.)	44%	Low (1 pt.)	2.67	Low (1 pt.)	.998	High (3 pts.)	15.07	Med. (2 pts.)	Yes	Yes	High (3 pts.)	—	24,494.7		Low (1 pt.)	12
(U.S. 30) Sandy Boulevard	181st - I-84 Ramps	Widen to 5 Lanes	.719	Low (1 pt.)	62%	Low (1 pt.)	.14	Low (1 pt.)	.999	High (3 pts.)	11.07	Low (1 pt.)	Yes	Yes	High (3 pts.)	—	7,066.9		Low (1 pt.)	11
Terwilliger	Overcrossing (Terwilliger Bridge)	Reconstruction Improve Access to I-5	1.028	High (3 pts.)	197%	High (3 pts.)	.89	Low (1 pt.)	1.032	High (3 pts.)	.91	Low (1 pt.)	Yes	No	Med. (2 pts.)	\$5.9 m.	916.9	6,434.73	Low (1 pt.)	14

INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

RESOLUTION NO. 90-1218, AMENDING THE REGION'S PRIORITY HIGHWAY
IMPROVEMENTS FOR INCLUSION IN THE 1991-1996 ODOT SIX-YEAR
HIGHWAY PROGRAM

Date: February 14, 1990

Presented By: Councilor Ruth McFarland

COMMITTEE RECOMMENDATION: At the February 13, 1990, Intergovernmental Relations Committee meeting, Councilors Devlin, Gardner, Ragsdale and myself were present and voted unanimously to recommend Council adopt Resolution No. 90-1218. Councilor Bauer was excused.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 90-1218 amends Resolution No. 89-1134A (adopted by the Council December 14, 1989) which established the region's priority highway project improvements recommended for inclusion in the State's 1991-1996, Six-Year Highway Program. The recommended amendment is to add the Terwilliger Bridge replacement project as a regional priority. This project was previously included as a regional priority and committed for funding by the Oregon Department of Transportation (ODOT) using designated federal monies. When the federal funding expired, ODOT indicated it would apply available state funds to the project, but these funds have not yet been formally committed to the project.

Metro Transportation Department Director Andy Cotugno noted the criteria used by the Joint Policy Advisory Committee (JPACT) to determine regional project priorities ranked high projects previously funded by ODOT. Inclusion of the Terwilliger Bridge project is consistent with Resolution No. 89-1134A criteria. The City of Portland and Multnomah County had requested this amendment as well as another for four phases of improvements along Sandy Boulevard. JPACT did not recommend the Sandy Boulevard amendments because using the project ranking criteria, none of the improvement projects met threshold scores to qualify as regional priorities.

It was noted ODOT has released a draft of its Six-Year program which only includes about one-third of Metro's requests outlined in Resolution No. 89-1134A. Over the next month ODOT will hold public hearings on the draft and Metro Transportation staff will testify on the region's priorities, including reconfirming the Terwilliger Bridge as a regional priority.

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1218 FOR THE PURPOSE OF
AMENDING THE REGION'S PRIORITY HIGHWAY IMPROVEMENTS FOR
INCLUSION IN THE 1991-1996 ODOT SIX-YEAR HIGHWAY PROGRAM

Date: February 8, 1990

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution will amend Resolution No. 89-1134A which adopted the region's priorities for inclusion in the ODOT Six-Year Program update as follows:

- In accordance with the resolution reconfirming the priority of those projects currently committed for funding in the Six-Year Program, the Terwilliger Bridge replacement is recognized as one such project.

TPAC and JPACT have reviewed this amendment and recommend approval of Resolution No. 90-1218.

FACTUAL BACKGROUND AND ANALYSIS

Since adoption of Resolution No. 89-1134A, the following two items have been requested by Portland and Multnomah County:

1. Terwilliger Bridge -- Replacement of the Terwilliger Bridge over I-5 is proposed due to the structural deficiency of this bridge as well as the need to redesign it in accordance with the scheduled interchange upgrade on I-5 at Terwilliger and Barbur. The project was previously included as a regional priority and committed for funding by ODOT using federal bridge replacement (HBR) funding. When HBR funds dried up, ODOT gave a preliminary indication that Interstate-4R funding would be used instead due to the integral nature of the new bridge with the upgraded interchange. This funding commitment has not as yet been made by ODOT. This resolution requests that ODOT include this project in their next update.
2. Sandy Boulevard, east of I-205 -- There have been recent requests by the business community along Sandy Boulevard to program improvements to handle recent and expected growth in the area. In response, ODOT has completed a traffic study and identified which improvements are needed now, within a 5-10 year timeframe and in the long range. Based upon the ranking criteria used for the other Six-Year Program priorities, the following phases of improvement ranked as follows (see Attachment A):

I-205 - 102nd	11 points
102nd - 112th	10 points
112th - 181st	12 points
181st - 207th	11 points

In Resolution No. 89-1134A, the minimum score required for inclusion was 15 which is not met by any of these projects. As such, they are not recommended as regional priorities at this time. In addition, Sandy Boulevard is one of many ODOT arterials in the Portland metro area that ODOT has indicated is not of statewide significance and, therefore, they are seeking to transfer jurisdiction to Portland and Multnomah County. In order to gain a commitment from ODOT to fund these improvements, it will likely be necessary for the local jurisdictions and property owners to develop a cost-sharing proposal that shares the financial burden.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 90-1218.

ACC:mk

Attachment