

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2004-	)	RESOLUTION NO. 04-3418
07 METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM TO ADD	)	Introduced by Councilor Rod Park; JPACT
FUNDING OF A FIRST PHASE OF THE I-	)	Chair
5/NORTH MACADAM ACCESS		
IMPROVEMENTS FOR \$2 MILLION.		

WHEREAS, projects selected to receive federal transportation funding must be included in the Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, and

WHEREAS, the South Waterfront Plan envisions revitalization of a 130-acre site into a new neighborhood of more than 3,000 homes and 5,000 jobs with multi-modal access, and

WHEREAS, implementation of the South Waterfront Plan is beginning in the 31-acre central district that at full build-out will include 2,700 homes and 1.5 million square feet of OHSU research and institutional uses, a hotel/conference facility and supporting retail and service uses, and

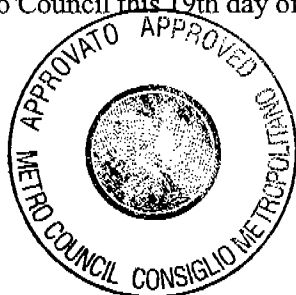
WHEREAS, to support this initial phase of development, the Oregon Department of Transportation in cooperation with the City of Portland is proposing a first phase safety and operational improvement of the I-5/North Macadam Access Improvements project, and

WHEREAS, the I-5/North Macadam Access Improvement project is consistent with the 2004 Regional Transportation Plan and has been determined to conform with air quality regulations as a part of the financially constrained transportation system when fully constructed, and

WHEREAS, this first phase project does not represent a significant change in the capacity of the transportation system, and

BE IT RESOLVED that the Metro Council amends the 2004-07 Metropolitan Transportation Improvement Program to add funding of a first phase of the I-5/North Macadam Access Improvements project for \$2 million.

ADOPTED by the Metro Council this 19th day of February, 2004



*[Handwritten Signature]*  
\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

*[Handwritten Signature]*  
\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 04-3418, FOR THE PURPOSE OF AMENDING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FUNDING OF A FIRST PHASE OF THE I-5/NORTH MACADAM ACCESS IMPROVEMENTS PROJECT FOR \$2 MILLION.

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Date: January 22, 2004

Prepared by: Ted Leybold

### BACKGROUND

The Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro region and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules. To qualify to receive federal transportation funds, projects must be approved in the MTIP.

The Oregon Department of Transportation (ODOT), in cooperation with the City of Portland, is proposing construction of a first phase of the I-5/North Macadam Access Improvements project to support the initial development of the South Waterfront area. This first phase is necessary to help distinguish the through movement from local traffic and provide safer access into the development site..

The full I-5/North Macadam Access Improvements project is included in the Regional Transportation Plan financially constrained system and is anticipated to be constructed between 2015 and 2025 at an estimated cost of \$20 million. Adoption of this amendment defines a first phase of the project and programs the project in the Metropolitan Transportation Improvement Program in the amount of \$2 million.

While the first phase project will change the lane configuration on Highway 43 (Macadam Avenue) between SW Gaines and SW Curry and the I-5 Northbound on-ramp to Highway 43, add signals to the intersections of Gaines and Curry, and modification of the SW Bancroft intersection, the vehicle capacity associated with those changes would not be significant. Therefore, an air quality conformity analysis is not warranted.

The full I-5/North Macadam Access Improvement project is illustrated in Figure 1. The Phase I safety and operation project that will be amended into the MTIP is illustrated in Figure 2. Cross sections of the existing Highway 43, the Phase I project and the full I-5/North Macadam Access project are illustrated in Figure 3.

These funds will be provided by ODOT made available through bid savings on other projects.

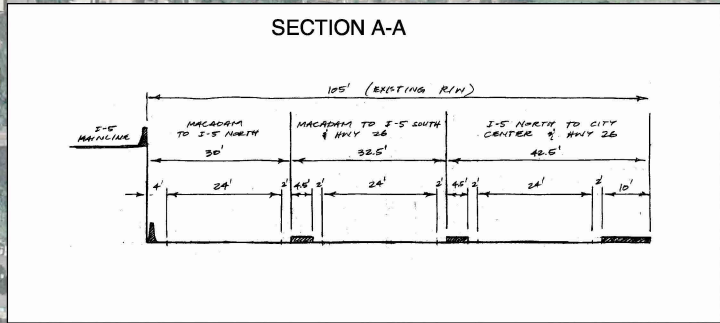
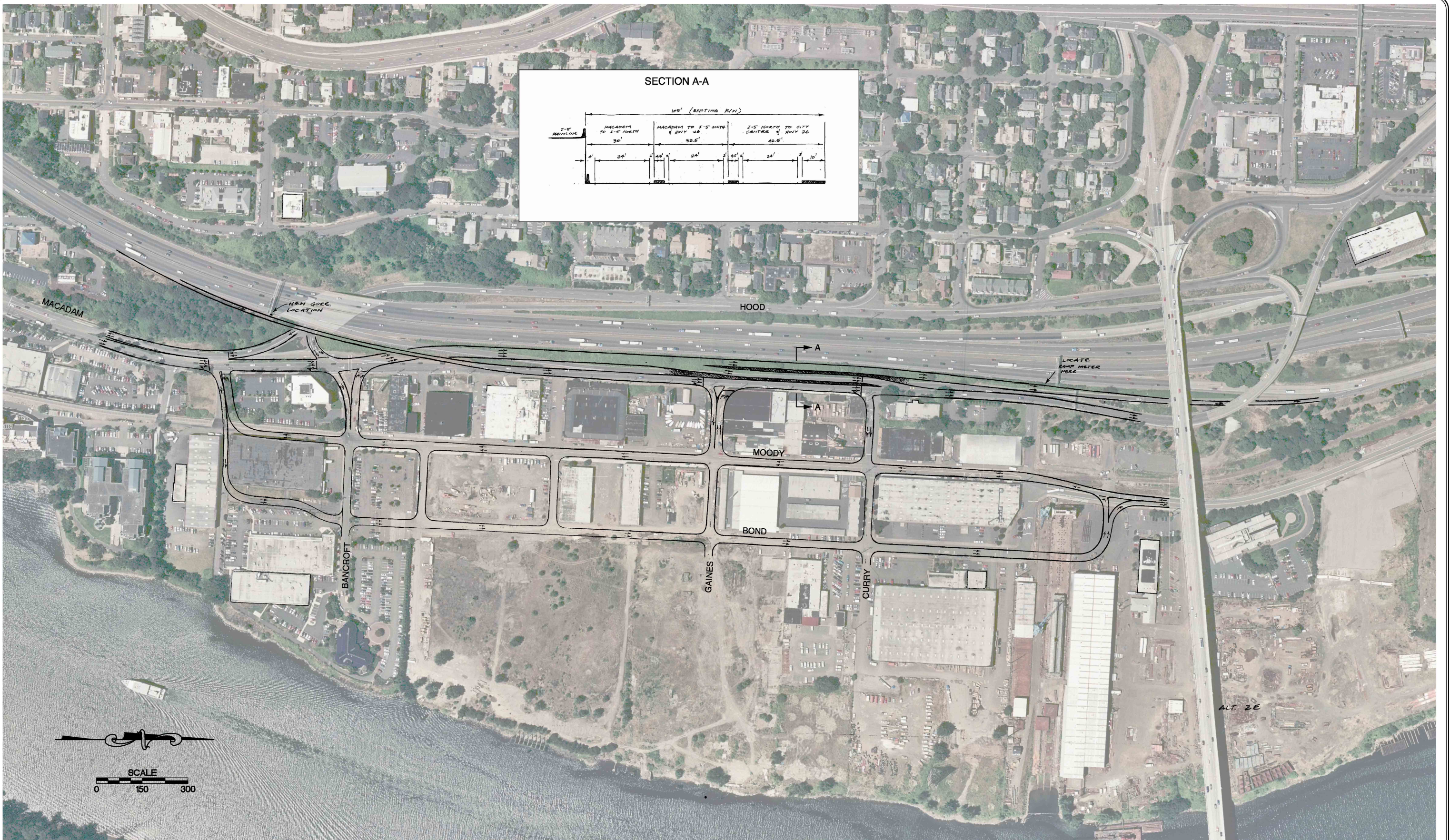
### ANALYSIS/INFORMATION

1. **Known Opposition.** The Corbett-Terwilliger neighborhood association has contested the proposed development of the South Waterfront (formerly North Macadam) area in the past. Concern about a lack of outreach to the neighborhood association about this project was expressed by neighborhood residents to TPAC through a TPAC citizen member.

2. **Legal Antecedents** This action amends the 2004-07 Metropolitan Transportation Improvement Program, adopted by Metro Resolution No. 03-3381A. This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21<sup>st</sup> Century or TEA-21) and the federal Clean Air Act. This resolution conforms with the Oregon State Implementation Plan for air quality. It is also consistent with the 2004 Regional Transportation Plan.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the I-5/North Macadam Access Improvements project eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution has no anticipated impacts to the Metro budget.

#### **RECOMMENDED ACTION**

Approve the resolution as recommended.



ALTERNATIVE 2-E

FIGURE 1



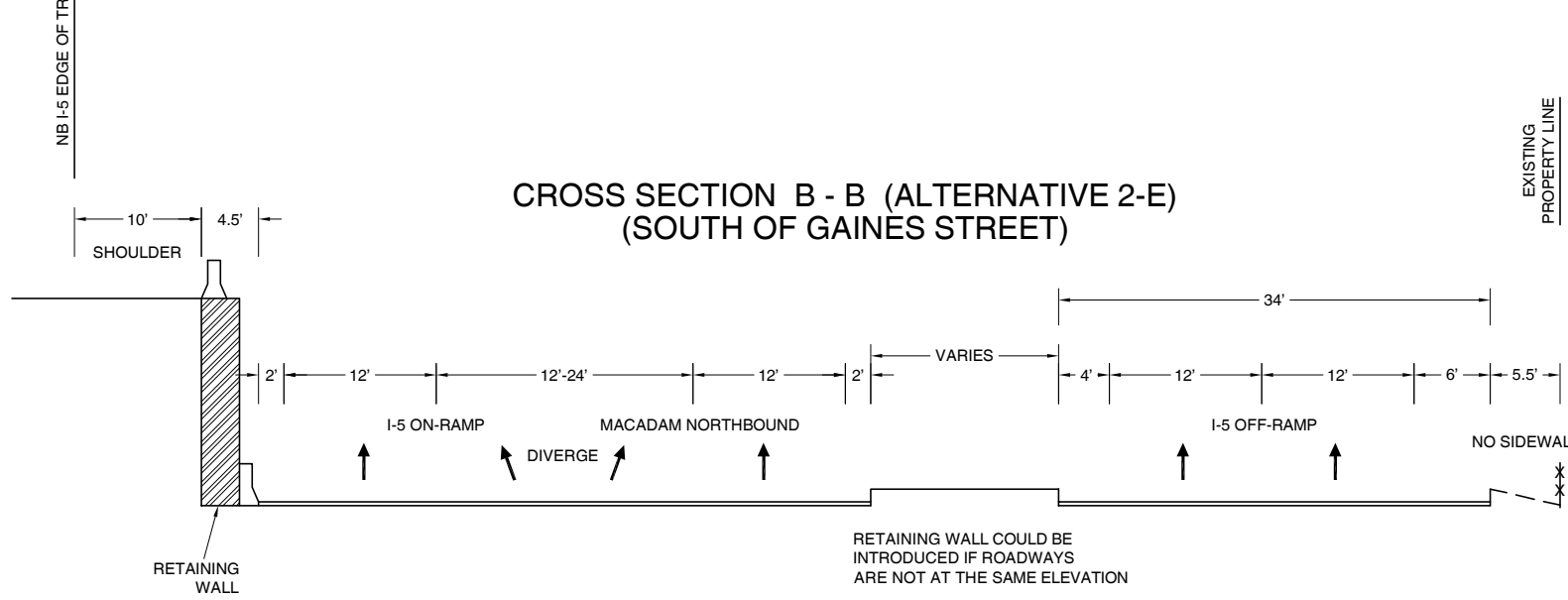
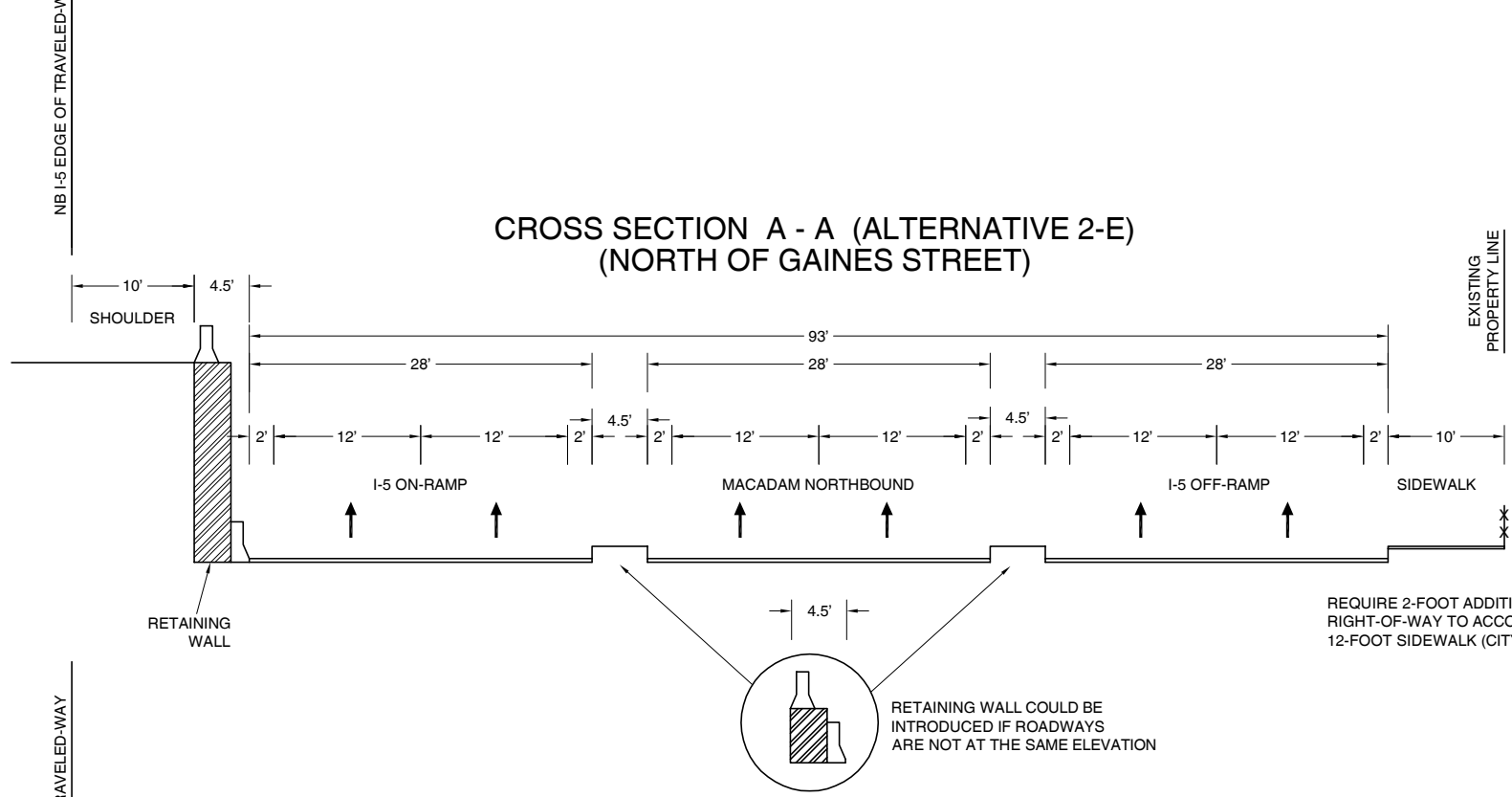
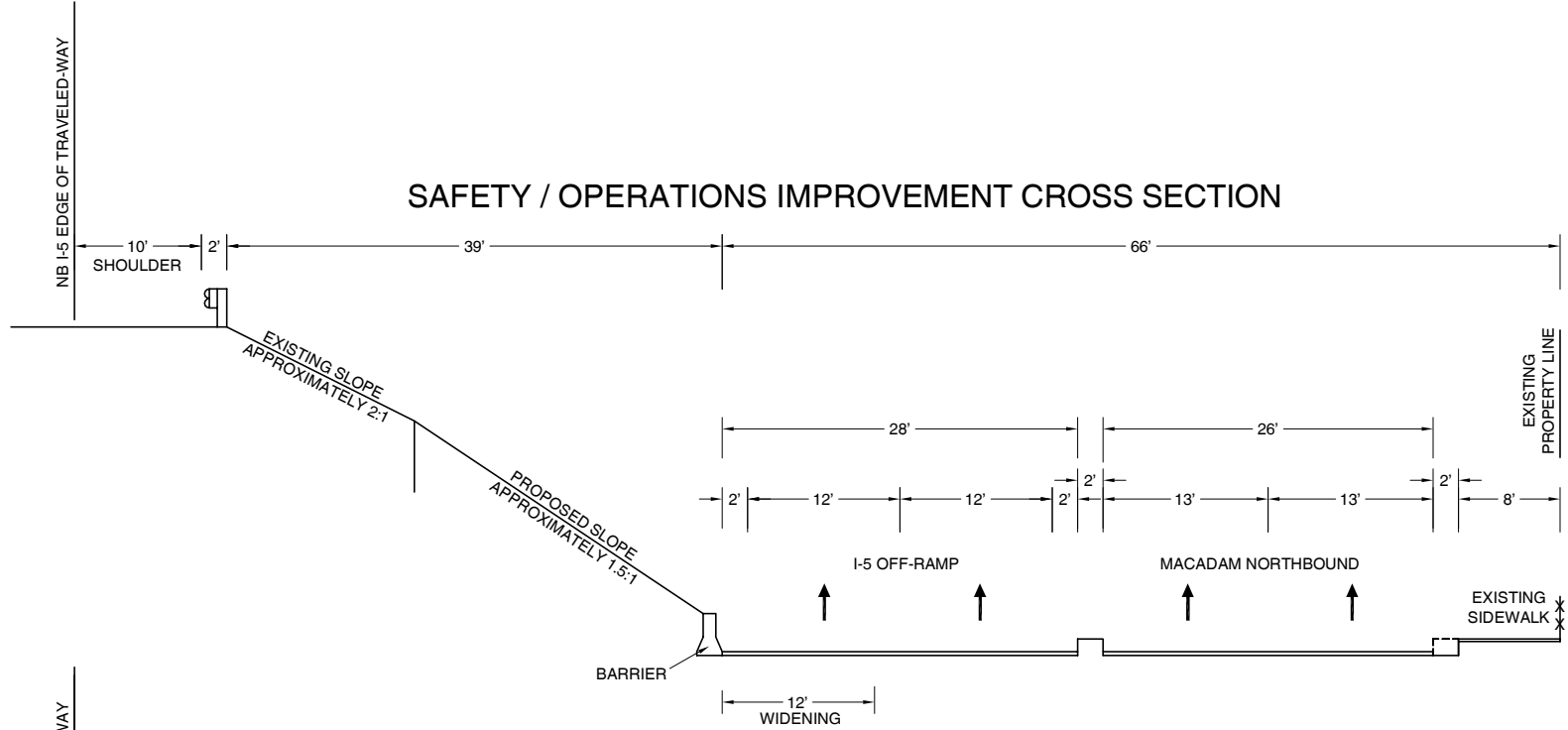
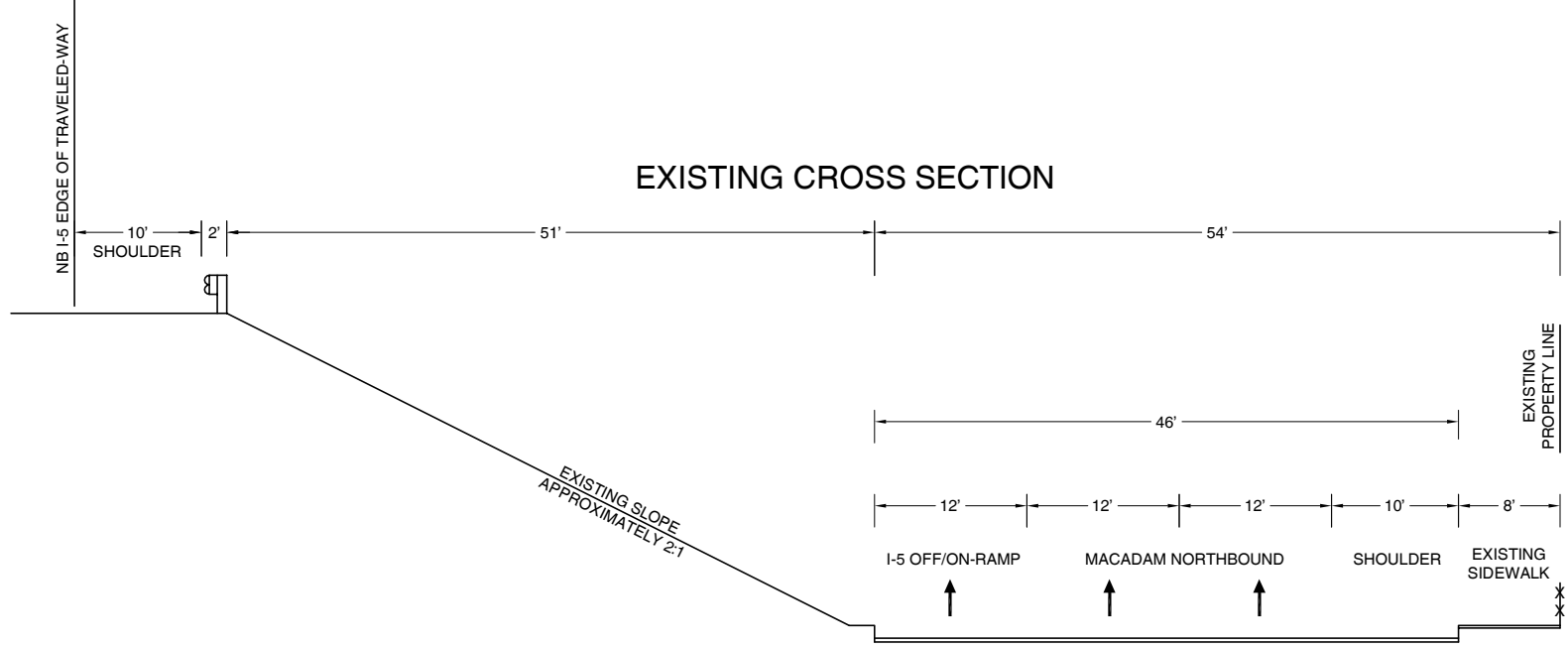
1"=100'



SAFETY / OPERATIONS IMPROVEMENT

FIGURE

2



**TYPICAL CROSS SECTIONS  
PORTLAND, OREGON**

**FIGURE  
3**