

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	Resolution No. 94-2015
FY 1995 METRO TRANSPORTATION)	
IMPROVEMENT PROGRAM TO ALLOCATE)	Introduced by the
FUNDS TO TWO ROAD WIDENING)	Planning Committee
PROJECTS AND ACKNOWLEDGING)	
MISCELLANEOUS ADMINISTRATIVE)	
AMENDMENTS)	

WHEREAS, Metro adopted Resolution No. 94-1964 on June 23, 1994, approving the FY 1995 Transportation Improvement Program (MTIP); and

WHEREAS, New federal planning regulations require that the MTIP be adopted without change in the State Transportation Improvement Program (STIP); and

WHEREAS, ODOT identified two projects (see Exhibit A) which it wishes to include in the FY 1995 STIP which will be adopted by the Oregon Transportation Commission on July, 20, 1994; and

WHEREAS, ODOT has identified funding under its control for the two projects which would not otherwise be allocated to the region; and

WHEREAS, The two projects are included in the 1992 Regional Transportation Plan; and

WHEREAS, The two projects will be included in the FY 1995 (Air Quality) Conformity Analysis; and

WHEREAS, The two projects will obligate federal funds and/or will lead to an increase of vehicle capacity on the affected roadways; and

WHEREAS, Metro Resolution No. 85-592 requires that projects having these characteristics must be amended into the TIP by resolution action; and

WHEREAS, ODOT has identified other Hazard Elimination System, Highway Bridge Replacement and State Preservation/Overlay program

projects (see Exhibit B) that are contained in the FY 1995 STIP that were not included in the FY 1995 MTIP; and

WHEREAS, These projects will not increase vehicle capacity on existing roads, are categorically exempt from federal environmental review and otherwise conform with guidelines of Metro Resolution No. 85-592 for administrative amendment of the MTIP; now therefore

BE IT RESOLVED:

1. That the FY 1995 Metro TIP be amended to approve obligation authority for the two projects identified in Exhibit A up to the amounts identified in Exhibit A.

2. That the miscellaneous administrative amendments identified in Exhibit B are acknowledged as programmed.

3. That, as amended by this action, the Metro FY 1995 TIP has been wholly incorporated within ODOT's FY 1995 STIP without change.

4. That Metro staff is directed to request amendment of the state TIP to reflect these actions and/or to take such action as needed, within the guidelines established by Metro Resolution No. 85-592, to assure that the STIP and MTIP remain consistent with one another throughout the federal approval process.

ADOPTED by the Metro Council this 25th day of August, 1994.


Ed Washington, Deputy Executive Officer

EXHIBIT A

TWO SIGNIFICANT ROADWAY PROJECTS REQUESTED BY ODOT FOR INCLUSION IN THE METRO FY 1995 TIP

1. I-5: Wilsonville Road Widening and Bridge Reconstruction:

Widen Wilsonville Road beneath I-5 and between the north and southbound ramps from three lanes to six lanes; reconstruction of I-5 overcrossing bridges to accommodate road widening. The project was approved by the Oregon Transportation Commission as an Immediate Opportunity Fund project.

PE: \$1.04 million in FY 95
ROW: 2.01 million in FY 95
Con: 5.35 million in FY 96

Funding: state gas tax for preliminary engineering and right-of-way; and local, developer fee and Immediate Opportunity Funds for construction.

2. Durham Road Bridge Widening:

Reconstruct and widen bridge from two lanes to three lanes with bicycle and pedestrian facilities as part of a locally funded project to widen Durham Road between Hall Boulevard and Upper Boones Ferry Road. The bridge widening will be federally funded and is needed to match the profile of the locally funded roadway improvements.

PE: \$0.40 million in FY 1994
ROW: 0.25 million in FY 1995
Con: 0.60 million in FY 1995

Funding: Federal Highway Bridge Replacement program for the bridge widening; local funding for associated road widening.

EXHIBIT B: METRO FY 1995 TIP ADMINISTRATIVE AMENDMENTS

ODOT PCS #	PROJECT TITLE	DESCRIPTION	FY 95	FY 96	FY 97	POST FY 97
STATE OPERATIONS						
07289	1-205: SE 82ND TO OR 212	SOUND WALL (PE, CON)	0.410			
07578	EAST PORTLAND FRWY (1-205) @ SUNNYSIDE ROAD	SCREENING (PE, CON)	0.730			
07577	VISTA RIDGE & JEFFERSON ST. TUNNELS	LIGHTING UPGRADES (CON)	1.700			
05294	U.S. 30 SAUVIE ISLAND BRIDGE	BRIDGE APPROACH REALIGN (CON)	0.220			
08231	I-5/I205 JOINT REPAIR	MP 283.21 FOR 22.53 MILES (PE, CON)	1.260			
03696	I-5: INTERSTATE BRDG - COLUMBIA	GRIND & REPAVE (PE)	0.271			2.940*
07972	I-405: COLUMBIA TO STADIUM	GRIND & REPAVE (PE)	0.412			20.900*
07973	I-405: STADIUM TO MARQUAM BRDG	GRIND & REPAVE (PE)	0.646			33.400*
08050	I-205 @ SUNSET AVENUE	SCREENING (PE, CON)		0.033		
06970	JOHNSON CREEK @ 1-205	STRIPE AN EB TURN LANE (PE, CON)		0.105		
08051	I-205 @ HOLGATE	PROTECTIVE SCREENING (PE, CON)		0.033		
04366	LINNTON / SAUVIE ISLAND BRIDGE	ROCK FALL PROTECTION (PE, CON)		0.360		
07167	US 30 B (SANDY BLVD): MLK JR TO 60TH	OVERLAY (PE, CON)		0.555		
06969	TSM-INITIATIVE	VARIOUS FREEWAY, ARTERIAL, AND TRANSIT FLOW IMPROVEMENT PROJECTS TOTALING \$1.04 MILLION (PE, CON)		1.040		
07579	TSM-INITIATIVE					
07961	TSM-INITIATIVE					
07962	TSM-INITIATIVE					
07963	TSM-INITIATIVE					
07964	TSM-INITIATIVE					
07965	TSM-INITIATIVE					
07966	TSM-INITIATIVE					
07967	TSM-INITIATIVE (FY 98 Construction)					
07156	99 W: TUALATIN RIVER BRIDGE TO KRUEGER ROAD	OVERLAY (PE, CON)		1.092		
07155	BARBUR: PEDESTRIAN O'XING TO SW 60TH	CONSTRUCT PED O'XING (PE, CON)		1.134		
05862	TRAFFIC LOOP REPAIRS UNIT 6	TRAFFIC LOOP REPAIRS (PE, CON)		0.585		
05866	TRAFFIC LOOP REPAIRS UNIT 7	TRAFFIC LOOP REPAIRS (PE, CON)			0.604	
06019	TRAFFIC LOOP REPAIRS UNIT 8	TRAFFIC LOOP REPAIRS (PE, CON)				0.612
08239	US 26:185TH SOUNDWALL	SOUNDWALL (PE, CON)			1.580	
07168	US 30: ST. JOHNS-CORNELIUS PASS ROAD	OVERLAY (CON)			1.570	
07162	OR 43: HUGHES AVENUE TO OREGON CITY BRIDGE	OVERLAY (PE, CON)				0.753
07163	OR 47: MP 90.4 TO 91.5	OVERLAY (PE, CON)				0.167
07169	99E: MILWAUKIE CITY LIMITS- CLACKAMAS RIVER BRIDGE	OVERLAY (PE, CON)				1.510
07186	OR 224: ROCK CREEK TO SE 197TH	OVERLAY (PE, CON)				0.291
07164	OR 8 (TV HWY): OR 47 TO QUINCE	OVERLAY (PE, CON)				0.565

EXHIBIT B: METRO FY 1995 TIP ADMINISTRATIVE AMENDMENTS

ODOT PCS NO.	PROJECT TITLE	DESCRIPTION	FY 95	FY 96	FY 97	POST FY 97
HAZARD ELIMINATION SYSTEM (HES)						
08075	BNRR XING: LWR ROCKY BUTTE RD @ HOLBROOK	RAIL ROAD CROSSING (PE)	0.120			
07057	HALSEY @ 47TH	SIGNAL, LOOPS / SIGNAGE (PE)	0.020			
06711	SW ALLEN BLVD @ SW WESTERN AVENUE	INTERSECTION IMPROVEMENT	0.372			
07134	NORTH PORTLAND ROAD @ BNRR CROSSING	RAIL ROAD CROSSING (PE, CON)		0.105		
07045	ALLEN: 141ST TO SW MERLO	WIDEN TO 66' ADD LFT TURN POCKET (PE, ROW & CON)		0.705		
06971	N. FESSENDEN/BNRR X'ING	RAIL CROSSING (PE, CON)		0.065		
07138	OREGON CITY SIGNAL UPGRADE (OPTICOM)	SIGNAL UPGRADES (PE, CON)			0.235	
BRIDGE PROJECTS						
07263	FANNO CREEK BRIDGE / GRANT STREET	REPLACE BRIDGE (PE, CON)	1.360			
07253	OSWEGO CANAL/CHILDS ROAD BRIDGE REPLACEMENT	REPLACE BRIDGE W/ 48' DECK (PE, ROW & CON)		0.315		
07264	FANNO CREEK BRIDGE/TIEDEMAN AVENUE	REPLACE BRIDGE (PE, CON)		0.752		
08052	HAWTHORNE BRIDGE PAINTING	PAINT BRIDGE (PE, CON)			16.600	
08500	NE 138TH/COLUMBIA SLOUGH BRDG	REPLACE BRIDGE #25T15 (PE, CON)			0.891	
ODOT RECONNAISSANCE PROGRAM						
05330	I-205: GLADSTONE INTERCHANGE TO WEST LINN INTERCHANGE	NEEDS ASSESSMENT (PE)	0.045			
05279	I-405/I-5/US 26 CORRIDOR ASSESSMENT	NEEDS ASSESSMENT (PE)	0.071			
04820	OR 99W: PFAFFLE RD TO COMMERCIAL	CORRIDOR FEIS (PE)	0.517			
06578	REGION 1 CORRIDOR PLANNING	PLANNING BUCKET (PE)	3.450			
MISCELLANEOUS						
08105	GOLF CREEK SECTION PH. 2, 3, & 4	LANDSCAPING (CON)	0.150			
06028	HALL BLVD. BV/TUALATIN HWY: SPRR CROSSING-GREENBURG ROAD	BIKE LANE (PE, ROW & CON)	0.310			
06835	US 30B: NE COLUMBIA BLVD TO NE LOMBARD (NE BOTH CONNECTOR)	CITY OF PORTLAND FUNDS TO COMPLETE FEIS. NO ROW OR CONSTRUCTION FUNDS APPROVED BY ODOT.	0.573			

Funds shown are PE, ROW and Construction cost (as appropriate) shown in estimated year of expenditure for most advanced work phase (e.g., for project with PE, ROW and Construction funding, year shown is expected year of construction activity).

* Sums listed in FY 95 are programmed PE dollars. Italicized Post-FY 97 dollars are anticipated construction cost. The construction costs are provided for information purposes only and are not approved by this action.

To the extent possible, all projects will provide appropriate pedestrian, bicycle and transit facilities.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-2015 FOR THE PURPOSE OF AMENDING THE FY 1995 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE FUNDS TO TWO ROAD WIDENING PROJECTS AND ACKNOWLEDGING MISCELLANEOUS ADMINISTRATIVE AMENDMENTS

Date: July 21, 1994

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this resolution would amend the Metro FY 1994 TIP to approve allocation of local funds, state gas tax and federal bridge improvement funds to two road widening projects. It would also acknowledge notification to TPAC and JPACT of numerous administrative amendments of the FY 95 TIP per guidelines established in Metro Resolution No. 85-592. Finally, this resolution would declare to federal review authorities that the Metro FY 1995 TIP, as amended by this action, has been wholly incorporated in ODOT's FY 1995 STIP, without change, as required by recent federal planning regulations.

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 94-2015.

FACTUAL BACKGROUND AND ANALYSIS

Basis for the Amendment. Metro Resolution No. 94-1964 approved the Metro FY 1995 TIP. JPACT adopted the resolution at its regular meeting on June 9, 1994. Thereafter, ODOT identified two road widening projects included in its draft FY 1995 STIP which were not included in the draft Metro FY 1995 TIP. These were widening of Wilsonville Road at its undercrossing of I-5 and a bridge replacement project approved as the state's contribution to a locally funded widening of the Beaverton/Tualatin Highway (Durham Road between Hall Boulevard and Upper Boones Ferry Road). Under the region's Project Selection Procedures included in the Introduction of the FY 1995 TIP, these projects fall within Metro's authority to program in consultation with ODOT. ODOT has therefore approved the two projects contingent on Metro's inclusion of the projects in its FY 1995 TIP.

Project Descriptions. The Wilsonville project was approved in the spring of 1994 as an Immediate Opportunity Fund project. The project will widen Wilsonville Road from three lanes to six and will include bicycle and pedestrian facilities. To accommodate the wider road section, the I-5 bridge crossing will also require widening. Wilsonville Road will remain at three lanes east and west of the I-5 ramps. Improvement of the interchange, including the widening, is approved in the 1992 Regional Transportation Plan. Funding for this project will come from state gas tax revenues and local contributions. PE and ROW funds were previously allocated to the full interchange improvement project. Savings from some FY 1994 overlay projects and the IOF funds provide the bulk of the remaining revenue. No funding was

diverted from the FY 1995-1998 construction program. Because the project will affect a federal interstate facility, it must be included in the TIP.

The Durham Road bridge project is a small piece of a larger locally funded widening that had been identified in the TIP as a regionally significant, locally funded project. The project is also included in the RTP. Only after JPACT adoption of the draft Metro FY 1995 TIP was it discovered that ODOT had committed federal bridge improvement funds to assist the project. Moreover, because the bridge will be widened to three travel lanes, it requires amendment into the TIP by resolution.

Both projects are included in the network of projects assumed in the Air Quality Conformity network currently being developed by Metro for the FY 1995 TIP and RTP Conformity Determination. No funds are being diverted from other regionally approved projects to accommodate these projects.

Administrative Amendments. It was also discovered that numerous federal Hazard Elimination System (HES), Highway Bridge Replacement (HBR) and state overlay and preservation projects were included in the draft FY 1995 STIP that were not included in the Metro TIP approved by JPACT. However, none of these projects add capacity and all but one are under \$2 million. The exception is painting of the Hawthorne Bridge (\$16 million). Per the guidelines for administrative amendment of the TIP included in Metro Resolution No. 85-592, these projects do not require resolution action. However, they do require notification to TPAC, JPACT and Metro Council. Given the large number of projects, it was felt by staff to be appropriate to append this notification to the subject resolution. The overall intent of both actions is to assure consistency of the Metro TIP with the state TIP that will both be forwarded for federal review. New federal planning guidelines require that the Metro TIP be included without change in the state TIP. Adoption of this resolution would achieve this objective.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 94-2015.

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 94-2015 FOR THE PURPOSE OF AMENDING THE FY 1995 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE FUNDS TO TWO ROAD WIDENING PROJECTS AND ACKNOWLEDGING MISCELLANEOUS ADMINISTRATIVE AMENDMENTS

Date: August 19, 1994

Presented By: Councilor Monroe

Committee Recommendation: At the August 18 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 94-2015. Voting in favor: Councilors Kvistad, Gardner, Devlin, McLain, Monroe, Moore, and Washington. Absent: Councilor Gates.

Committee Issues/Discussion: Andy Cotugno, Planning Director, presented the staff report. He explained that adoption of this resolution is the final step in the adoption of the Transportation Improvement Program (TIP). This resolution clarifies several discrepancies between the Metro TIP and the State TIP. Federal planning regulations have made it required that the two documents conform to each other.

He then briefly reviewed the two road widening projects that were added; the Wilsonville Road project and the Durham Road project. ODOT has approved the two projects contingent on Metro's inclusion of the project in the FY 1995 TIP. He then briefly reviewed the many administrative amendments included in the resolution. The guidelines for administrative amendment of the TIP included in Metro Resolution 85-592 do not require resolution action to include these amendments. But since the list was so long, the department decided to include them at this time.

Councilor Moore asked for an update on the truck climbing lane situation recently reported in the Oregonian. She asked what happens to the money for the project if it is stalled indefinitely. Mr. Cotugno explained that once federal funds are "obligated" they cannot be rescinded for other projects. The money will remain obligated for the climbing lane project. The monies are not in jeopardy of being lost, but neither are they available for some other purpose.

There was no additional discussion.