

Not Adopted

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF STATING) RESOLUTION NO. 96-2311
REGIONAL FUNDING PRIORITIES FOR)
AMENDMENTS TO THE 1995-1998) Introduced by Presiding Officer,
METRO TRANSPORTATION) Jon Kvistad
IMPROVEMENT PROGRAM)

WHEREAS, Nineteen million dollars (\$19,000,000) for the southbound Water Avenue ramp had been programmed in the State Transportation Improvement Program (STIP) and in the Metro Transportation Improvement Program (MTIP) through January of 1994; and

WHEREAS, Resolution 94-1890A recommended to the Oregon Transportation Commission a package of Region I transportation project construction authority reductions in the STIP totaling approximately \$173 million with new programming of \$36 million for alternative mode projects; and

WHEREAS, Resolution 94-1890A, Resolved 2, retained the southbound I-5/Water Avenue ramp (or alternative access project) in the Regional Transportation Plan and in the Development element of the STIP; and

WHEREAS, Resolution 94-1890A, Exhibit 1, item 8, recommended a reduction of the \$19 million previously programmed for the Water Avenue ramp to \$1.8 million for the eastbank esplanade mitigation of previous I-5 construction, cutting \$17.2 million from construction authority; and

WHEREAS, the 1994-98 STIP was subsequently amended to allocate \$1 million in FY 98 to support preliminary engineering of an I-5 southbound access project (Water Avenue) consistent with Resolved 2 of Resolution 94-1890A; and

WHEREAS, Resolution 94-1964, adopting the 1995-1998 Metro TIP incorporated the STIP amendments which were adopted by the Oregon Transportation Commission as recommended in Resolution 94-1890A, including the \$1 million for preliminary engineering in FY 98; and

WHEREAS, the 1995-1998 Metro TIP sets out the formal priorities for funding, Metro Resolution 94-1890A, Resolved 4, and the extensive discussions leading to the Resolution established commitments to (1) completion of the full Sunset Highway project as defined in the Westside Corridor Project Final Environmental Impact Statement, and (2) completion of Phase I of the I-5/217/Kruse Way interchange project ; and

WHEREAS, litigation over the southbound Water Avenue ramp resulted in a remand of a City of Portland recommendation to not fund it in Metro Resolution No. 94-1890A and City Resolution No. 35493 reaffirmed the City's commitment to Target Infrastructure Development for the Central Eastside; now therefore,

BE IT RESOLVED THAT,

1. JPACT and the Metro Council reaffirm their commitment to fund (1) the Sunset Highway project and (2) the I-5/217/Kruse Way interchange project by amending the 1995-1998 Metro TIP to the extent that funds programmed for other projects become available.
2. Consistent with Metro Resolution No. 94-1890A, JPACT and the Metro Council support the City's resolution reaffirming its commitment to a southbound access project for the Central

Eastside and hereby commit to amending the 1995-1998 Metro TIP to the extent that funds programmed for other projects, including the commitments reaffirmed above, become available.

3. When ODOT initiates the 1998-2004 update to the State TIP and the Metro TIP, the three project commitments in this Resolution shall receive priority consideration for funding.

ADOPTED by the Metro Council this _____ day of _____ 1996.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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