

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY) RESOLUTION NO. 19-5060
2019-20 UNIFIED PLANNING WORK)
PROGRAM (UPWP) TO ADD FUNDING FOR) Introduced by Acting Chief Operating Officer
THE BOONE BRIDGE PROJECT) Andrew Scott in concurrence with Council
) President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2019-20 ; and

WHEREAS, the FY 2019-20 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, in House Bill 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge; and

WHEREAS, The Oregon Transportation Commission approved spending federal funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2019-20 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2019-20 UPWP to add the Boone Bridge project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 16th day of January, 2020


Lynn Peterson, Council President


Approved as to Form:



Carrie MacLaren, Metro Attorney

Interstate 5: Boone Bridge Widening/Seismic Retrofit and Interchange Improvements Study

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

Overall Objectives

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge.
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks.
- Identify cost range and risks to replace the I-5 Boone Bridge.
- Identify cost range associated with interchange improvements on I-5 in the study area.
- Identify further analysis and associated costs necessary following this study.

Previous Work (through June 2019)

- I-5 Wilsonville Facility Plan (adopted July 2018)

Methodology

Early project planning and feasibility analysis of alternatives to achieve a widened and seismically resilient I-5 Boone Bridge.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	<ul style="list-style-type: none"> • Consultant procurement
3 rd Quarter	<ul style="list-style-type: none"> • Structural analysis
4 th Quarter	<ul style="list-style-type: none"> • Structural and geotechnical analysis
Ongoing	

Project Lead

- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
ODOT staff time	\$ 25,000	STIP/FHWA	\$ 138,330
Consultant Services	\$ 125,000	State Match	\$ 11,670
TOTAL	\$ 150,000	TOTAL	\$ 150,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19- 5060 FOR THE PURPOSE OF AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING FOR THE BOONE BRIDGE PROJECT

Date: December 6, 2019
Department: Planning
Meeting Date: January 16, 2020

Prepared by: John Mermin,
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ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendments to the 2019-20 UPWP

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities proposed to be amended into the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 19-5047 and amend the FY 2019-20 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

No known opposition

Legal Antecedents

Metro Council Resolution No. 19-4979 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2019-20 UNIFIED PLANNING WORK PROGRAM

Metro Council Resolution No. 13-4467 FOR THE PURPOSE OF ALLOCATING \$142.58 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2016-18, PENDING AIR QUALITY CONFORMITY DETERMINATION

Metro Council Resolution No. 11-4313 FOR THE PURPOSE OF ALLOCATING \$70.73 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2014 AND 2015, PENDING AIR QUALITY CONFORMITY DETERMINATION

Anticipated Effects

Approval will mean that grants can be submitted and contracts executed so work can commence on these three projects between now and June 30, 2020, in accordance with established Metro priorities.

BACKGROUND

I-5 Boone Bridge Widening / Seismic Retrofit and Interchange Improvement Study

The study builds on the I-5 Wilsonville Facility Plan, adopted in July 2018. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

The study will:

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge.
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks.
- Identify cost range and risks to replace the I-5 Boone Bridge.
- Identify cost range associated with interchange improvements on I-5 in the study area.
- Identify further analysis and associated costs necessary following this study