

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE EXISTING 1-5 BOONE BRIDGE PLANNING PROJECT

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

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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 amendment to the 2021-2022 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 within the Boone Bridge Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5215 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in funds added to the existing I-5 Boone Bridge Project, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

In 2019, the Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River. In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase. The Planning Phase is estimated to be completed in Fiscal Year 2023 and will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities.