

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 19- 5047 FOR THE PURPOSE OF AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING FOR THE CLACKAMAS CORRIDOR MANAGEMENT, EMERGING TECHNOLOGY AND BOONE BRIDGE PROJECTS

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Date: October 25, 2019  
Department: Planning  
Meeting Date: January 9, 2019

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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. 19-2979 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**

#### Clackamas Connections Integrated Corridor Management (ICM) project

Major highways in Clackamas County are often pushed to their limit during times of peak congestion. This project will develop the concept for operations for corridor-specific Transportation System Management and Operations (TSMO) to improve real-time freeway and arterial travel by developing a Concept of Operations that integrates agencies operationally, institutionally and technologically. This includes TSMO strategies for better traveler information, smarter traffic signals and more effective incident response. Corridors subject to the initial phase of needs analysis will be sections of Interstates 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65<sup>th</sup> Avenue, Boreland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region's transit investments, improving operations through integrated Intelligent Transportation Systems (ITS).

#### Emerging Technology Implementation Study

Over the past five years, emerging technologies like ride-hailing, micromobility, and electric vehicles have changed how people get around the Portland area. Metro is responsible for long-term transportation planning in the Portland region, and we need to take into account the impacts that emerging technology has on our transportation system. Metro's 2018 update to the Regional Transportation Plan included an Emerging Technology Strategy that identified how Metro and our partner agencies can harness new developments in transportation technology to make our region more equitable and livable. The Strategy created a policy framework for emerging technology, but it did not go into much detail in identifying implementation actions for transportation agencies across the region due to a lack of available data, a dearth of relevant best practices, and uncertainty in the technology sector.

The Emerging Technology Implementation Study will identify near-term opportunities for public agencies in the region to ensure that emerging technology benefits their communities, including projects, programs, regulations, policies, and follow-up planning activities. The Study will identify how, when, and where to apply different strategies by drawing on newly-available data and research on emerging technology and on lessons learned from technology pilot projects in the Portland area and peer regions. It will provide information and practical guidance that Metro's agency partners can use to better plan for and manage new developments in technology.

#### 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