

RESOLUTION NO. 740

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILSONVILLE ENDORSING TRANSPORTATION PROJECT RECOMMENDATIONS TO THE OREGON TRANSPORTATION COMMISSION.

WHEREAS, the City has in the past recognized the Clackamas Coordinating Transportation Committee composed of the professional staff of the cities of Clackamas County and the County of Clackamas; and

WHEREAS, representatives of the municipalities of Clackamas County recognized the need to coordinate their efforts through an organization established for such purpose and Clackamas County has indicated a willingness to provide the administrative assistance and personnel needed to implement such an organization, its studies and recommendations; and

WHEREAS, the first priority of the Committee was to prepare a coordinated package of City / County transportation project improvements to recommend to the Oregon Commission; and

WHEREAS, endorsement of this City / County transportation package by all cities and the County will strengthen our shared interests and positions in improving our communities' transportation network within the metro region.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Wilsonville endorses the projects recommended to the Oregon Transportation Commission in Exhibit "A".

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 5th day of September, 1989, and filed with the Wilsonville City Recorder this same date.



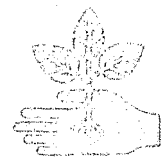
JOHN M. LUDLOW, Mayor

ATTEST:

Vera A. Rojas
VERA A. ROJAS, City Recorder

SUMMARY of Votes:

Mayor Ludlow	<u>AYE</u>
Councilor Edwards	<u>AYE</u>
Councilor Chandler	<u>ABSENT</u>
Councilor Clarke	<u>AYE</u>
Councilor Dant	<u>AYE</u>



City of
WILSONVILLE
in OREGON


30000 SW Town Center Loop E • PO Box 220
Wilsonville, OR 97070
(503) 682-1011

COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

DATE: AUGUST 30, 1989

TO: HONORABLE MAYOR AND CITY COUNCILORS

THROUGH: PETE WALL
CITY MANAGER

FROM: STEVE STARNER 
COMMUNITY DEVELOPMENT DIRECTOR

RE: ENDORSEMENT OF TRANSPORTATION PROJECT
RECOMMENDATIONS

By August, 1988 ODOT had published the Six-Year Highway Improvement Program intended to outline highway system improvements through federal fiscal years 1989 - 1994. Once that publication was complete, efforts to produce the two year update began immediately. The update will outline highway system improvements through federal fiscal years 1991 - 1996.

The incorporated cities of Clackamas County formed the Clackamas Transportation Coordinating Committee (CTCC) in 1985 to establish a common position on overall transportation needs and provide a consensus for input to ODOT highway improvements. Without a consensus on city priorities, submittals to ODOT for specific project requests would be disjointed and less effective in a competitive process. The Federal Aid Interstate program uses federal and state money for transportation system improvements without any requirements for a local match and requests for prioritizing the uses of those funds becomes very competitive. As a group, the CTCC may solicit a larger state commitment to requests for system improvements in Clackamas County.

With a consensus by resolution of each city represented within the CTCC, the Clackamas County Transportation priorities will be forwarded to the Joint Policy Alternatives Committee on Transportation (JPACT). JPACT represents the regional process of the Metropolitan Service District and reviews project requests from representatives, including the Washington County Transportation Coordinating Committee (WCTCC) and CTCC.

Specifically for the City of Wilsonville, the CTCC is recommending that the I-5 / Wilsonville Interchange continue into construction. The interchange is currently scheduled within the six year plan for development study and engineering in 1991. The CTCC is requesting that in 1993, the interchange receive final engineering and construction funding in the amount of \$15,063,000.

Honorable Mayor and City Councilors
Re: Endorsement of Transportation Project Recommendations
August 30, 1989 - Page 2

Recommendation:

Approve Resolution No. CB-R-411-89 as presented.

ss:md

Attach:

cc: Inter-Office Communications - CD file

EXHIBIT A

2.0 PRIORITIZED SUMMARY OF COMMITTEE RECOMMENDATIONS BY FUNDING CATEGORY

2.1 FEDERAL AID INTERSTATE (FAI-4R) PROJECTS

The Federal Aid Interstate program uses Federal and State money for improving the interstate highway system. Funds are not directly available to local jurisdictions and no local match is required. (See Appendix A for Project Prospectus). Project locations are shown in Figure 1. (Projects are prioritized within categories).

A. Existing Projects (First Priority)

1. I-205 & Sunnyside Road Interchange Northbound On-Ramp Widening

Current Status: Previously programmed as part of Sunnyside interchange improvements but was excluded due to a lack of funds. Currently no funds are programmed.

CTCC Request: Construction funds programmed for ramp widening.

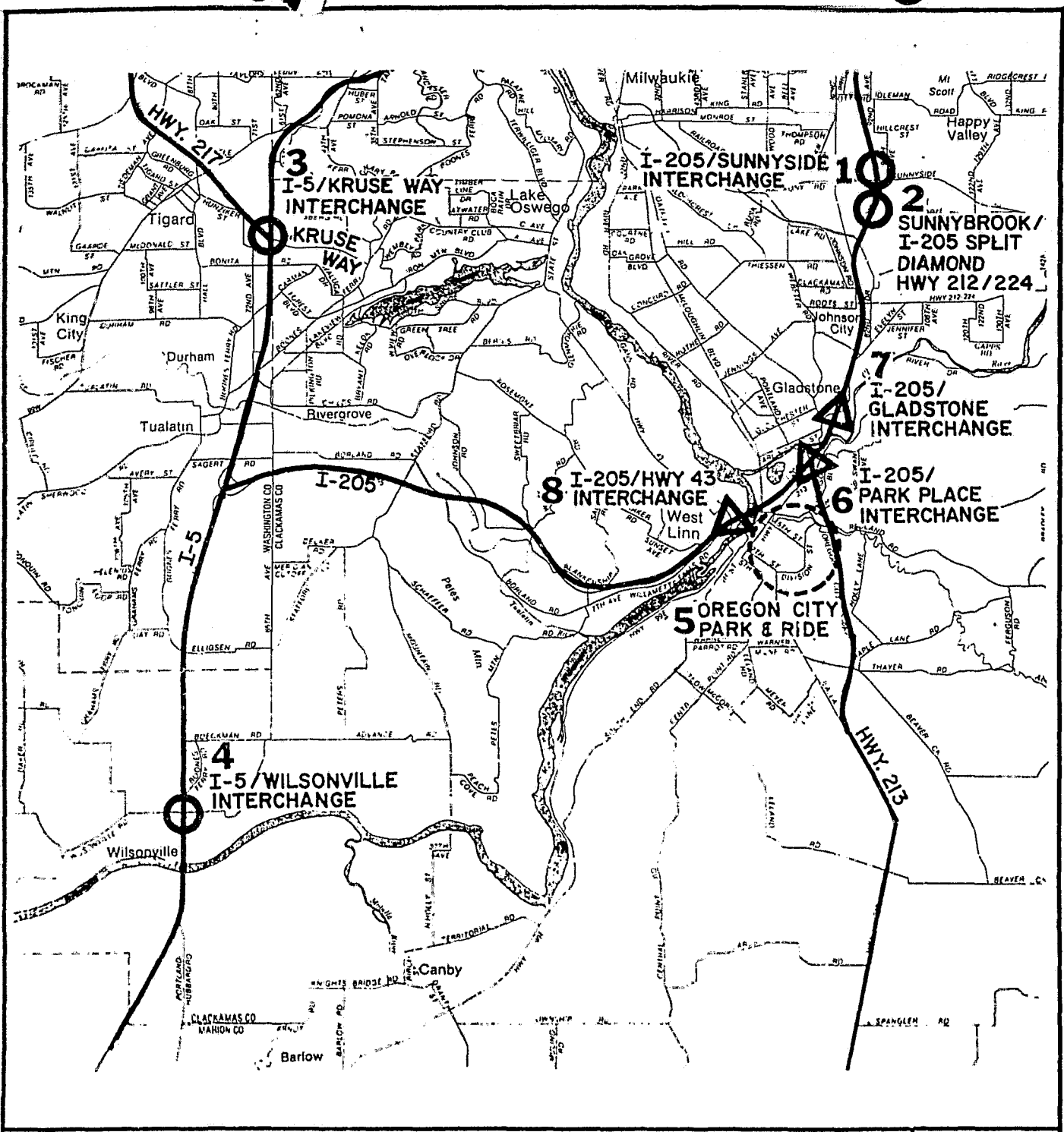
Amount Requested: \$150,000

2. I-205/Sunnybrook Split Diamond Interchange - move forward into construction.

Current Status: In ODOT's 6 Year Plan for development (field survey 1990) \$1.7 million has been programmed for engineering only.

CTCC Request: Full funding for right-of-way and construction for interstate portion only; \$13 million total estimated cost.

Amount Requested: \$11.3 million



FEDERAL AID INTERSTATE (FAI) PROJECTS FIG 1

- EXISTING PROJECTS (NUMBERED 1-5)
- △ NEW PROJECTS (NUMBERED 6-8)

3. I-5/Kruse Way Interchange - move forward into construction.

Current Status: Is in the development phase of ODOT's 6 Year Plan.

CTCC Request: Programming of construction funds for 1995.

Amount Requested: \$30 million

4. I-5/Wilsonville Interchange - continue into construction.

Current Status: In the 6 year plan the project is in the development phase with Final EIS programmed for 1991.

CTCC Request: Programming for construction funds for 1993.

Amount Requested: Engineering & Construction costs (\$15,063,000)

5. Oregon City Park and Ride Lot - Construct Park & Ride Facility

Current Status: Has been programmed for construction in 1990. A location must be decided upon and \$350,000 has been programmed.

CTCC Request: Construction in 1990

Amount Requested: Expenditure of \$350,000 already programmed.

B. New Projects (Second Priority)

6. I-205 Park Place - examine capacity and level of service. Identify and implement corrective measures. Motorists are experiencing severe congestion and backups on I-205 at OR Hwy. 213.

Current Status: Not in ODOT 6 Year Plan. Deficiencies in level of service have been noted by ODOT.

CTCC Request: Initiate preliminary engineering and environmental work, etc. as needed with Final EIS in 1992.

Amount Requested: \$500,000 for development only.

7. I-205 @ Gladstone Interchange - redesign ramps and conduct P.E.

Current Status: Was considered in current 6 year plan but not programmed for engineering or construction.

CTCC Request: Initiate preliminary engineering and environmental work, etc. as needed with final EIS, 1992.

Amount Requested: \$500,000 for development only

8. I-205 @ Highway 43 Interchange - redesign ramps and conduct P.E. and examine needs for auxiliary lanes.

Current Status: In the present 6 year plan the project was considered but not programmed for funding for preliminary engineering or construction.

CTCC Request: Initiate preliminary engineering and environmental work, etc. as needed in 1994.

Amount Requested: \$500,000 for development only.



Department of Transportation
HIGHWAY DIVISION

Region I

9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

RECEIVED
SEP 5 1989
CITY OF
WILSONVILLE

August 18, 1989

In Reply Refer To
File No.:

Steve Starner, Community Development Director
City of Wilsonville
PO Box 220
Wilsonville, Oregon 97070

Subject: Boeckman Road Interchange Project Request

I-5 is the nation's principal north-south interstate freeway on the west coast. The importance of the freeway and the need to protect public investment means that strict state and federal criteria must be met in order to add a new interchange.

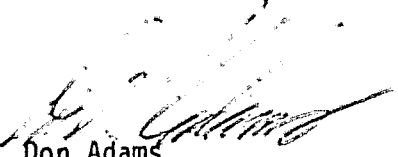
The principal elements of the approval criteria are:

- Demonstration of a compelling need for additional access to the freeway that cannot be met in another way.
- Demonstration that freeway interchange spacing is not so close as to either unnecessarily increase the cost of the system or interfere with the free flow and safety of traffic on the interstate system.
- Evidence that frontage roads or other generally parallel facilities do not exist or cannot be developed that can be used to access the interstate system by already existing interchanges.

The Division is extremely short of Interstate 4R funds and we do not believe that an interchange at Boeckman Road would meet the above criteria for approval. We therefore will not recommend to Salem that it be considered for inclusion in the Six Year Highway Improvement update.

The interchanges at Wilsonville Road and Stafford provide adequate access to the freeway for Wilsonville. We are in the process of developing improvements for those interchanges so that access remains adequate.

Attached is the policy and criteria for the approval of new interchanges on the Interstate system.


Don Adams
Region Engineer