

**Region 1
2008-2011 Construction STIP
Modernization Project Criteria Summary Report**

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Project Name: I-5: Delta Park Project:

- Phase I (I-5: Victory Blvd to Lombard Section)
- Phase II (Access Improvements at Columbia Blvd.)

Key Number: Phase I – 12076; Phase II – 15190

Project Location: I-5 in North Portland from MP 305.46 to 306.73 (includes ramp connections to adjacent local streets)

Phase I: (in YOE Dollars)

Total Est. Project Cost: \$67,000,000

PE: \$6,000,000

ROW: \$1,000,000

Construction: \$60,000,000

Phase II: (in 2005 Dollars)

Total Est. Project Cost: \$ 51,000,000 in 2006 dollars for the Preferred Alternative

PE: \$ 7,000,000

ROW: \$ 5,000,000

Construction: \$ 40,000,000

Project Description: The I-5 Delta Park Project has two Phases. Phase I will add a third lane to I-5 southbound between Delta Park and Columbia Boulevard, reconstruct the Columbia Boulevard and Victory Boulevard interchanges to match the new freeway cross-section, and add shoulder width as needed in the northbound direction between Lombard and Delta Park. Phase II will provide access improvements between Columbia Blvd and I-5. There are four proposed alternatives under consideration in the Environmental Assessment for Phase II of the project. The I-5 Delta Park Project purpose is to relieve southbound congestion problems, and to improve the safety, operation and efficiency of the existing highway in the project area, which is a major bottleneck.

The I-5 Delta Park Project was included in the 2006-09 STIP. Costs have been updated to account for inflation and to include Phase II. In the 2008 – 2011 STIP, ODOT proposes to construct Phase I of the project and initiate preliminary engineering and right-of-way purchase for Phase II of the project. The I-5 Delta Park Project is the first in a series of planned improvements that will occur on I-5 between Portland and Vancouver, and is a key part of the I-5 Partnership Strategic Plan. Both phases of this project are in Metro’s Regional Transportation Plan, and the City of Portland’s Transportation System Plan. The Environmental Assessment for this project will be completed in June/July 2006. This summary report will be updated in the Summer of 2006 to reflect the chosen alternative for Phase II of the project.

Project Eligibility

Consistency with existing plans: This project was identified as a priority project in the I-5 Partnership Strategic Plan. It is also in Metro's constrained Regional Transportation Plan, and the City of Portland's Transportation System Plan.

Consistency with OHP Policy 1G, Action 1G.1: The I-5 Delta Park Phase 2 Project ranks high in meeting the Major Improvements Policy as it enhances access to the existing system. The preferred alternative, labeled "Argyle on the Hill" uses the existing Denver Avenue ramps to I-5 and realigns Argyle Way. Priorities 1 and 2 have also been addressed in the recent past as follows:

- Priority 1, protection of the existing system, is an ongoing effort that will continue into the future. A major element of preserving the system is through assignment of appropriate land use classifications in the City of Portland's comprehensive plan. Further, ODOT recently completed a major preservation project between the Interstate Bridge and the Rose Quarter.
- Priority 2, improving the efficiency and capacity of the existing system, is also an ongoing effort that will continue into the future in the I-5 corridor between Portland and Vancouver. Among the measures recently implemented to improve the efficiency and capacity of the existing system are: (1) the recently completed Interstate MAX light rail, which runs parallel to I-5 through the project area between the Expo Center and downtown Portland; (2) ramp metering, which is used extensively in the I-5 corridor; and (3) the northbound high-occupancy vehicle (HOV) lanes that run during the evening peak period.

Project Prioritization

Project readiness and milestones completed:

- The Environmental Assessment (EA) for I-5 Delta Park Project is scheduled for completion in June/July 2006, and a Finding of No Significant Impact (FONSI) is expected. Extensive public involvement, intergovernmental coordination and documentation of environmental impacts have been conducted over the last three years. The public hearing for the project was held in January 2006. No unexpected or problematic issues have been raised.
- There are two potential land use issues that will need to be resolved before the EA is complete. The first is to secure a City of Portland Environmental Zone permit which requires a Type II Land Use Review. Coordination efforts for this permit are underway and we anticipate receiving completing the process in June 2006. The second potential land use issue is to prepare an Interchange Area Management Plan (IAMP) if either Alternative 1 or 4 are selected as the preferred alternative. Alternatives 2 and 3 do not require an IAMP.
- The EA Access Management Report identifies the access strategy for both phases of this project. Most access changes will be implemented with construction, however, some of the desired access management on Whitaker Road and Columbia Blvd will be implemented over time through an intergovernmental agreement with the City of Portland.
- Final design, right-of-way purchases, and construction/traffic flow management plans for Phase I will begin development in the Summer of 2008.

Support of OHP policies: The project will further these OHP policies:

- Policy 1B – Land Use and Transportation: The entire project is within the Portland metropolitan UGB. Both phases of the project are consistent with and support Metro’s RTP and the City of Portland’s TSP. Each phase of the project will support Policy 1B in different ways, as shown below.
 - Phase I will improve the mobility and safety of the highway system by removing a southbound bottleneck, and providing shoulder and medians northbound through the project area. Economic competitiveness will also be enhanced by removing this bottleneck (see *Freight Mobility*, below, for more detail). Proposed access management near the Columbia Blvd and Victory Blvd interchanges will support efficient operation of these interchanges.
 - Phase II will foster compact development patterns and enhance livability by reducing freeway destined traffic through the Kenton neighborhood. The current route to I-5 brings freeway destined traffic past a key re-development site in the neighborhood that has been re-zoned for medium and high density housing. Reducing this traffic will lessen a barrier to re-development and encourage a more pedestrian friendly environment next to the re-development parcels. Phase II will improve the bike and pedestrian facilities on local roads that are reconstructed as a part of this project.
 - Both phases of the I 5 Delta Park project support high priority Metro 2040 land uses, i.e. the Industrial lands in the Columbia Corridor, and the Kenton Town Center.
- Policy 2A – Partnerships: Planning for this project through the Environmental Assessment has included extensive coordination with local, regional, state and federal agencies. Planning work has looked comprehensively at the transportation system in the area including the freeway system and local routes connecting to the freeway.
- Policy 2C – Interjurisdictional Transfers: There would be no jurisdictional transfers associated with Phase I of the project. In Phase II of the project, depending on the alternative selected, there is the potential for transfer of Denver Avenue to the City of Portland. Any new local roadway constructed as a part of Phase II of the project would be the jurisdiction of the City of Portland.
- Policy 3C – Interchange Access Management Area: An access management strategy has been developed as a part of this project for both Phase I and Phase II. Most of the access changes will occur at the time of construction. For access changes on Whitaker Road and Columbia Boulevard, ODOT will work towards achieving access management standards on these roads over time by entering into an intergovernmental agreement with the City of Portland on access management. This agreement may include provisions for consolidating accesses as re-development occurs, and developing land use tools consistent with the City of Portland Comprehensive Plan and Zoning Code. Depending on the alternative selected in the EA, an Interchange Access Management Plan may be needed for this project. Alternatives 1 and 4 require and IAMP. Alternatives 2 and 3 do not require an IAMP.

- Policy 5A – Environmental Resources: Both phases of this project have been studied in an Environmental Assessment. By working with local, state and federal regulators and the community, mitigation and conservation measures have been identified to maintain the natural and build environment. A Finding of No Significant Impact (FONSI) is expected for both phases of the project. Both phases of the project are also included in Metro’s financially constrained RTP and have been modeled for air quality conformity.

Support of freight mobility: Phase I of this project is on I-5 which is a State Highway Freight route, a National Highway System route, and a federal Highway of National Significance. The project is on the Oregon Freight Advisory Committee list, with a # 1 priority ranking. I-5, in the project area, provides access to the Columbia Corridor via Columbia Blvd. Between Rivergate and I-205, the area served accounts for 63 percent of the City of Portland’s industrial land. Access in the project area provides a key link to and from the region’s key intermodal connections including water terminals, rail terminals and air terminals. Phase II of this project will provide more efficient connections between I-5 and Columbia Blvd. Improvements will support Policy 1C - State Highway Freight System and Policy 4A – Efficiency of Freight Movement.

Leverage of other funds and benefits: This project addresses freight mobility, general mobility, economic competitiveness and community livability. It addresses transportation problems experienced by truckers and neighbors. It provides highway, local road, bike, and pedestrian solutions. The preferred alternative for Phase II this project will also:

- invest in aging infrastructure, that is a long-term capital maintenance liability,
- result in the transfer of jurisdiction of a portion of Denver Avenue to the City of Portland,
- aid in traded sector job creation and retention in the Columbia Corridor Industrial Area
- contribute to the revitalization of Downtown Kenton, and
- build upon other public and private sector investments in this main street area.

In addition, this project is following through on commitments made in the I-5 Partnership Strategic Plan for community enhancements. An investment of up to \$1,000,000 in project funds will be used to support transportation-related community enhancements. Enhancement projects have been solicited and are being screened by a citizen advisory board. Selected projects will likely leverage other public and private funds as this is a key criteria for the selection of projects.

Based on completed ROD or FONSI: FONSI is scheduled for completion in 2006.