

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

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Project Name: US26: NW 185th Ave - Cornell Road

Key Number: 14070

Project Location: MP 64.3 – MP 65.91

Total Estimated Project Cost: \$19,512,000

Project Description: This project is located in Washington County on the US 26, also known as the Sunset Highway. US 26 is a Statewide Highway. It is also part of the National Highway System. The project is to widen US26 to 6 lanes. US 26 is a major truck freight route in the Portland metro area, connecting the fast-growing high tech industry in Washington County with intermodal and port facilities (rail, marine, air) in the Portland metro area.

Project Eligibility

Consistency with existing plans: The project is consistent within the Washington County Transportation Plan (2002) for future number of lanes (6 to 7 lanes). It is also listed in the 2004 Metro Regional Transportation Plan (RTP) on the Financially Constrained Projects funding list (3011), and the Portland to Cannon Beach Junction (US 26) Corridor Plan (1999).

Consistency with OHP Policy 1G, Action 1G.1: The Metro RTP describes an adequate and efficient transportation system to realize the 2040 Growth Concept Plan by connecting regional transportation policy with land use objectives. The RTP is implemented through the Metro/State Transportation Improvement Program (M/STIP) which identifies specific regional projects. The TIP identifies the region's priority projects. In ranking projects for the RTP the following criteria are employed: its regional significance; its relationship to the Metro 2040 Growth Concept; its impacts on congestion/air quality; and its costs. This project is identified in the RTP Financially Constrained System, indicating its regional priority, consistency with the 2040 Growth Concept, and air quality conformity.

Project Prioritization

Project readiness and milestones completed: The project has been identified as part of the 1999 Portland to Cannon Beach Junction US 26 Corridor Plan, and has been prioritized in the

constrained RTP for the 2004-2009 time period. A \$ 1m federal earmark is available for project development

Support of OHP policies:

Policy 1A -- Highway Classification: US 26 is a Statewide Highway. It is also part of the National Highway System.

Policy 1B – Land Use: It is not within an area designated as special land use per the OHP. Project area is within the Portland metropolitan urban growth boundary (UGB). Improvements to US 26 will support Metro 2040 Growth Concept areas (185th and Bethany Town Centers, Sunset Town Center and the Central City) by providing regional access to these areas. This project is also closely associated with the Westside Corridor Project which includes light rail, a major component of the Metro 2040 Growth Concept Plan, and consistent with OHP Policy 1B.

Policy 1C – Freight: Please see Policy 4A and the Support Freight Criteria below.

Policy 1D – Scenic Byways: Not applicable.

Policy 1F – Mobility Standards: Based on planned land uses, the design of the project would maintain ODOT mobility standards.

Policy 1G – Major Improvements: The Metro RTP describes an adequate and efficient transportation system to realize the 2040 Growth Concept Plan by connecting regional transportation policy with land use objectives. This project adds capacity to a congested State highway. Meanwhile, Metro through its Metropolitan Transportation Improvement Plan (MTIP) and Washington County and the Cities of Hillsboro and Beaverton are implementing local circulation improvements in the vicinity of the Sunset Corridor to serve the Tanasbourne/185th Town center and industrial areas along the Sunset corridor. The Westside Light Rail line was constructed to provide alternative east west travel between the Central City, Beaverton, and Hillsboro Regional Centers.

Policy 2A – Partnership: Not applicable

Policy 2B – Off-System Improvements: the Washington County, City of Beaverton and Hillsboro continue to make improvements to their local system that benefits the state highway system.

Policy 2C – Interjurisdictional Transfer: Not applicable.

Policy 2D – Public Involvement: The Metro RTP has a significant public involvement process to development and gain conscious on the financially constrained system.

Policy 2E – ITS: The project will be incorporated into the ODOT ITS services in the Metro area.

Policy 2F – Traffic Safety: The provision of additional lanes will improve safety by reducing dangerous weaving/merging conditions.

Policy 2G – Rail and Highway Compatibility: Not applicable.

Policy 3A – Access Management/Spacing Standards: Not applicable

Policy 3B – Medians: Not applicable.

Policy 3C – Interchange Access Management Areas: Not applicable.

Policy 4A – Efficiency of Freight Movement: The project assist with connecting the fast-growing high tech industry in Washington County to the intermodal and port facilities (rail, marine, air) in the Portland metro area.

Policy 4C – HOV Facilities: The highway design will include analysis on reducing peak period congestion per Metro policies on Regional Congestion Management.

Policy 4D – TDM: The highway design will include analysis on reducing peak period congestion per Metro policies on Regional Congestion Management.

Policy 4E – Park and Ride Facilities: The highway design will include analysis on reducing peak period congestion per Metro policies on Regional Congestion Management..

Policy 5A – Environmental Resources: The project was identified with consideration of planning-level environmental constraints. The project qualifies as a Categorical Exclusion.

Support of freight mobility: US 26 is a major truck freight route in the Portland metro area, connecting the fast-growing high tech industry in Washington County with intermodal and port facilities (rail, marine, air) in the Portland metro area. It is a designated freight route in the OHP (Policy 1C, Table 5). The project is intended to improve roadway facilities serving intermodal facilities in the Portland area by adding needed capacity to a congested freight route.

Leverage of other funds and benefits: Washington County will contribute financially.

Support of additional ACT criteria: US26: 185th Ave. to Cornell Road is located in Washington County, and the cities of Beaverton and Hillsboro which are not part of an ACT; but are located in within Metro. This project was included into the Metro 2004 Federal update to the RTP Project list. It is project no. 3011 and is in the 2025 Financially Constrained System.

Based on completed ROD or FONSI: this project qualifies as a Categorical Exclusion.