

**Region 1  
2010-2013 Construction STIP  
Modernization Project Criteria Summary Report**

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**Project Name:** US26: NW 185<sup>th</sup> Ave - Cornell Road

**Key Number:** 14070

**Project Location:** MP 64.3 – MP 65.91

**Total Estimated Project Cost:** \$18,512,000 \*

\* Carry Over project from 08/11 STIP – Approximately \$14,987,000 is attached to the new project

**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 2004 constrained RTP for the 2004-2009 time period. The project was again included in the 2035 Financially Constrained RTP in 2007 as project no. 10873. A \$ 1m federal earmark is available for project development. This project was included in the '08-'11 STIP, then taken out, and subsequently reinstated in the '10-'13 STIP.

### *Consistency with OHP Policy 1G, Action 1.G.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. 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/185<sup>th</sup> 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. The project is consistent with the Regional Congestion Management Process requirements.

### *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: There are no Policy 1B Highway segment designations along this segment of US 26. Project area is within the Portland metropolitan urban growth boundary (UGB). Improvements to US 26 will support Metro 2040 Growth Concept areas (Tanasbourne/185<sup>th</sup> and Bethany Town Centers, Sunset Town Center, Sunset Employment Area, 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.

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

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

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

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

**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).

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

*Support of additional ACT/Metro criteria:* US26: 185<sup>th</sup> Ave. to Cornell Road is located in Washington County and the cities of Beaverton and Hillsboro, which are located within Metro. This project was included into the Metro 2035 Federal Financially Constrained RTP Project list as project no. 10873. JPACT and the Metro Council supported the inclusion and subsequent deletion of this project in the '08-'11 STIP, subject to re-instatement of this project in the '10-'13 STIP.

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

**Conditions of Approval:**

None