



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: October 21, 2024		Subject: Adoption of Resolution No. 3169, “A Resolution of the City of Wilsonville Approving the I-5 Boone Bridge Replacement Project Climate-Friendly and Equitable Communities (CFEC) Enhanced Investment Scenario Review Report and Requesting Advancement of the Authorization Report Supporting an I-5 Southbound Auxiliary Lane”	
		Staff Member: Mark Ottenad, Public/Government Affairs Director	
		Department: Administration	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Council adopt Resolution No. 3169.			
Recommended Language for Motion: I move to adopt Resolution No. 3169.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Advance new I-5 Boone Bridge with southbound auxiliary lane		<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL

Does the City Council seek to advance the I-5 Boone Bridge Replacement Project’s proposed southbound auxiliary lane alternative?

EXECUTIVE SUMMARY:

The I-5 Boone Bridge Replacement Project (“Project”) is exploring solutions to provide a seismically resilient bridge crossing of the Willamette River on I-5 to support current and future vehicle, transit, pedestrian and bicycle traffic needs and safety.

As part of the project, a southbound auxiliary lane greater than one-half mile is proposed between the I-5: Wilsonville Road Interchange entrance ramp and the I-5: OR 551 Interchange exit ramp. Additionally, the project is located within a Metropolitan Planning Organization (MPO) boundary with a population greater than 50,000, *i.e.*, *Portland Metro*. As such, Oregon Administrative Rule (OAR) 660-012-0830, a component of Oregon’s Climate-Friendly and Equitable Communities (CFEC) program for Enhanced Review of Select Roadway Projects, applies to this Project.

The Draft Enhanced Investment Scenario Review Report (“Report”), also known as an “Alternatives Review Report,” attached to Resolution No. 3169 is the first CFEC report produced in Oregon. The Oregon Department of Transportation (ODOT), as the owner/operator of I-5, has produced the Report on behalf of the City of Wilsonville in conjunction with Clackamas County.

The Report’s recommendation is to proceed with the next step, called an “Authorization Report.” “Authorization” in this context means that the City of Wilsonville has approved the southbound auxiliary lane project to move forward, which will eventually need to be incorporated into the City’s Transportation System Plan (TSP).

ODOT is conducting in parallel two separate but related processes: The state’s CFEC analysis and the federal Planning and Environmental Linkages (PEL) analysis, which is a pre-NEPA (National Environmental Policy Act) required process to review alternatives as part of making the Project a federally funded project.

At this time, while ODOT has indicated that neither the exact cost of the I-5 Boone Bridge Replacement Project nor potential funding sources are known, the media reported in June 2024 that the “the Interstate 5 Bridge Replacement across the Columbia River is expected to cost around \$6 billion – paid in part by tolls, Washington state and the feds – and up to \$800 million for the I-5 Boone Bridge at Wilsonville.” (*Oregon Capital Insider*, by Dick Hughes, June 6, 2024.)

Background Information

In March of 2020, Governor Kate Brown issued an executive order directing state agencies to take actions to reduce and regulate greenhouse gas emissions and mitigate the impacts of climate change while also centering the needs of Oregon’s most vulnerable communities. In response, the Oregon Land Conservation and Development Commission developed new requirements, the Climate-Friendly and Equitable Communities (CFEC) rules, for cities to help meet these goals through changes to local transportation and housing planning systems.

The CFEC program aims to reduce climate pollution, provide more transportation and housing choices, and promote more equitable land use planning outcomes. The program impacts the state’s transportation and housing planning in regions with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer).

EXPECTED RESULTS

Adoption of Resolution No. 3169 has the effect of advancing ODOT’s I-5 Boone Bridge Replacement Project and authorizing the Project to proceed with a southbound auxiliary lane.

TIMELINE

The CFEC process for the I-5 Boone Bridge Replacement Project began in spring 2024 and has reached a milestone in October 2024 for Council adoption of the Report and requesting that ODOT advance to the next step of authorizing the southbound auxiliary lane. The remainder of 2024 and first part of 2025 advances the next step of the CFEC process to proceed with the Authorization Report.

CURRENT YEAR BUDGET IMPACTS

No current year budget impacts other than staff time.

COMMUNITY INVOLVEMENT PROCESS

ODOT engaged with the City in a robust public-engagement process that included a series of articles during 2024 appearing in The Boone Ferry Messenger, an ODOT I-5 Boone Bridge Replacement Project newsletter, hosting two open-house events in 2023 and 2024, and developing and meeting with focus groups composed of both English and non-English-speaking members of the community.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY

Rebuilding the I-5 Boone Bridge to be seismically resilient to withstand the projected 9.0 Cascadia Subduction Zone earthquake coupled with a southbound auxiliary lane.

ALTERNATIVES:

City Council could reject the recommendation and place the I-5 Boone Bridge Replacement Project in limbo, as the required jurisdictional concurrence by City Council for the CFEC process would not materialize and the southbound auxiliary lane would not go forward.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 3169, “A Resolution of the City of Wilsonville Approving the I-5 Boone Bridge Replacement Project Climate-Friendly and Equitable Communities (CFEC) Enhanced Investment Scenario Review Report and Requesting Advancement of the Authorization Report Supporting an I-5 Southbound Auxiliary Lane”
Exhibit A: ODOT I-5 Boone Bridge Replacement Project Draft Enhanced Investment Scenario Review Report, October 2024

2. ODOT Memo: I-5 Boone Bridge Project – Facility Impact Area and Affected Jurisdictions, April 2024
3. ODOT Report: I-5 Boone Bridge and Seismic Improvement Project Summary Report to the Oregon State Legislature, January 2021
4. ODOT Report: I-5 Boone Bridge and Seismic Improvement Project: Evaluation of Travel Demand and Land Use Impacts, December 2020
5. City flyer: I-5 Wilsonville Facility Plan Boone Bridge Southbound Auxiliary Lane and Seismic Resilience Retrofit Project, July 2018
6. Executive Summary: I-5 Wilsonville Facility Plan, July 2018