

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2018-21)	RESOLUTION NO. 17-4830
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD A)	Introduced by: “Chief Operating Officer
NEW HB2017 AWARDED PROJECT, THE I-205)	Martha Bennett in concurrence with
JOHNSON CREEK TO GLENN JACKSON)	Council President Tom Hughes”
BRIDGE CORRIDOR BOTTLENECK AND ATMS)	
PROJECT PLUS AMEND A SECOND EXISTING)	
PROJECT WITH HB2017 CONDITIONED)	
FUNDING, THE I-205 STAFFORD RD TO OR99E)	
PROJECT AFFECTING ODOT WHICH COMPRISE)	
THE AUGUST 2017 FORMAL MTIP)	
AMENDMENT (AG17-01-AUG))	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, the I-205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project will implement components of the Corridor Bottleneck Operations Study (CBOS) and Active Transportation Management System (ATMS); and

WHEREAS, the CBOS portion to the project primarily will involve the construction of multiple auxiliary lane segments on northbound I-205 from approximately US26/Powell Blvd northward to the eastbound I-84 interchange; and

WHEREAS, the ATMS non-capacity enhancing scope elements to the project will include multiple Intelligent Transportation System (ITS) improvements to include the installation of variable speed signs, variable message and queue warning signs, and travel time message signs along both the northbound and southbound sections of I-205 within the identified project limits; and

WHEREAS, the northbound I-205 CBOS capacity enhancing auxiliary lanes scope components are included in the current approved constrained 2014 RTP and have been conformed; and

WHEREAS, HB2017 conditions the I-205 Stafford Rd to OR99E project to add funding for PE requirements to continue development of the project; and

WHEREAS, a total of \$10 million of National Highway Freight Program funding & required matching funds will be committed to the I-205 Stafford Rd to OR99E project for Preliminary Engineering needs; and

WHEREAS, both projects are being amended in the MTIP and STIP now and need to move forward in an expedited fashion as a stipulated HB2017 requirement that specifically ties the timely delivery of the I-205 CBOS-ATMS project by the end of 2019 as a condition to implement the planned gas tax increases as part of HB2017; and

WHEREAS, both projects were evaluated against seven MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, air conformity review, fiscal constraint verification, and compliance with MPO MTIP management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as both projects are awarded HB2017 projects which has been verified; and

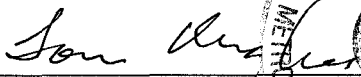
WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the August 2017 Formal MTIP Amendment; and

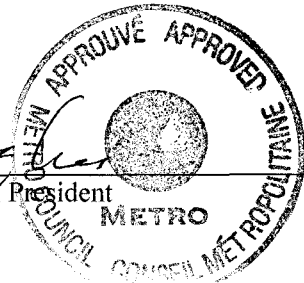
WHEREAS, all projects included in the August 2017 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on August 25, 2017 and approved the amendment recommendation for both projects to JPACT; now therefore


BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 21, 2017 to formally amend the 2018-21 MTIP to include the August 2017 Formal Amendment bundle consisting of the I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project, and the I-205 Stafford Road to OR99E project helping ensure ODOT's timely delivery of both projects as stipulated by HB2017.

ADOPTED by the Metro Council this 5 day of Oct 2017.


Tom Hughes, Council President



Approved as to Form:


Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 17-4830



Proposed August 2017 Formal Amendment Bundle
 Special Formal MTIP Amendment in Support of the new HB2017 Approved Projects
 Amendment Type: **FORMAL, AG17-01-AUG**
 Total Number of Projects: **2**

ODOT Key	Lead Agency	Project Name	Required Changes
TBD NEW	ODOT	I-205 Johnson Creek Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management	Add full new project to the 2018 MTP with funding from HB2017
TBD NEW	ODOT	I-205 Paving Project	Add full new project to the 2018 MTP with funding from HB2017 Project is deleted from the formal amendment as required approval from the Oregon Transportation Commission (OTC) has not officially occurred. Planned OTC approval is for September 2017.
19786	ODOT	I-205: Stafford Rd to OR99E	\$10 million of National Highway Freight Program (NHFP) is being added to the project to the Preliminary Engineering phase

Exhibit A to Resolution 17-4830

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None New Project

PROPOSED AMENDED CHANGES					
ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD New	TBD	ODOT	Short Name: I-205 Corridor Bottleneck Expanded Name: I-205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project	Highway	\$ 30,700,000
Project Description:			The project will construct a northbound auxiliary lane (multiple segments) between Powell Boulevard and Interstate 84 and add Active Traffic Management System (ATMS) project improvements between the Glenn Jackson Bridge and Johnson Creek Boulevard (HB2017 Named Project, \$30,700,000 HB2017 Award)		

Amended MTIP Fund Programming by Phase									
Fund Type Code	Note (Fund Code)	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
ADVCON	ACPO	Federal	2018		\$ 8,299,800				\$ 8,299,800
State	Match	State	2018		\$ 700,200				\$ 700,200
ADVCON	ACPO	Federal	2018					\$ 2,766,600	\$ 2,766,600
State	Match	State	2018					\$ 233,400	\$ 233,400
ADVCON	ACPO	Federal	2019				\$ 17,245,140		\$ 17,245,140
State	Match	State	2019				\$ 1,454,860		\$ 1,454,860
Total:				\$ -	\$ 9,000,000	\$ -	\$ 18,700,000	\$ 3,000,000	\$ 30,700,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. ADVCON = Federal Advance Construction fund code. Used as a generic federal fund code until the final funding composition is known.
 3. State = Generic state funds used for the required match to the federal funds. For this project the match requirement is 7.78%.

Amendment Summary

* This formal amendment adds one of several HB2017 awarded projects to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program.

* The project name and description added to the MTIP may be adjusted or slightly different from the notification table depending upon ODOT's final naming convention, and description review of the authorized scope elements.

* Per ODOT comment request on 9-6-2017, the federal fund code of Advance Construction (ADVCON) will be used in place of the State HB2017 fund code for fund leveraging requirements and time to determine the project's final funding composition.

* Per ODOT's additional Comment: \$1 million from the Construction phase is shifted to the PE phase. PE increases from \$8 million to \$9 million and Construction decreases from \$19.7 million to \$18.7 million. No other changes.

Exhibit A to Resolution 17-4830

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	I-205 Paving Project					Highway	\$ 5,000,000
Project Description:			The project will provide various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HB2017	S070	State	2019		-			\$ 5,000,000	\$ 5,000,000
-	-	-	-		-			-	\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. HB2017 = State funds awarded to projects from House Bill 2017A. The measure is the Transportation Improvement, Modernization and Preservation package of the 2017 session.								

Amendment Summary

The project is being deleted from this amendment. OTC approval has not yet occurred allowing the amendment to move forward in the MTIP. OTC approval is expected in September 2017. It will be added to the September 2017 Formal MTIP amendment at that time.

~~This formal amendment adds one of several HB2017 awarded projects to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program.~~

~~This project is the non-capacity enhancing scope component to the larger I-205 CBOS/ATMS project noted in the first project. The project will provide various paving and rehab improvements within the I-205 CBOS and ATMS project limits.~~

~~ODOT determined this scope of work was significant enough to justify it as a separate and stand-alone project in the MTIP and STIP. Only the construction phase needs to be programmed in the MTIP. Added Note: The project name and description added to the MTIP may be adjusted or slightly different from the notification table depending upon ODOT's final naming convention and description review of the authorized scope elements.~~

Exhibit A to Resolution 17-4830

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Roadway & Bridge	\$ 2,500,000
Project Description:			Planning activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 2,305,500					\$ 2,305,500
State	Match	State	2016	\$ 194,500					\$ 194,500
Total:				\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Transit	\$ 12,500,000
Project Description:			Planning activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 2,305,500					\$ 2,305,500
State	Match	State	2016	\$ 194,500					\$ 194,500
NHFP	Z460	Federal	2018		\$ 9,222,000				\$ 9,222,000
State	Match	State	2018		\$ 778,000				\$ 778,000
Total:				\$ 2,500,000	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 12,500,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	NHFP = National Highway Freight Program funds.'								
Amendment Summary									
An additional \$10 million of NHFP funds and match is being added to the PE phase .									



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Friday, September 21, 2017
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: August 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4830

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A NEW HB2017 AWARDED PROJECT, THE I-205 JOHNSON CREEK TO GLENN JACKSON BRIDGE CORRIDOR BOTTLENECK AND ATMS PROJECT PLUS AMEND A SECOND EXISTING PROJECT WITH HB2017 CONDITIONED FUNDING, THE I-205 STAFFORD RD TO OR99E PROJECT AFFECTING ODOT WHICH COMPRISE THE AUGUST 2017 FORMAL MTIP AMENDMENT (AG17-01-AUG)

PREVIOUS ACTIONS

<u>Committee</u>	<u>Date</u>	<u>Action</u>
• TPAC	August 25, 2017	Approved
• JPACT	September 21, 2017	Approved

BACKGROUND

A Modified Amendment Approval Request:

This staff report has been modified and updated from the initial version proposed to TPAC on August 25, 2017. TPAC did receive the modified amendment proposal during their meeting which is covered in detail in this staff report. TPAC unanimously approved the modified formal amendment proposal which is now being brought to JPACT for review and approval. The above resolution purpose statement, draft Resolution 17-4830, Exhibit A (before and after funding tables) to Resolution 17-4830, support documentation, the public notification tables, and 30-day notification/comment period all have been updated as required to now reflect the correct information as part of the August 2017 Formal Amendment to the 2018 MTIP.

What the Modified August 2017 Formal MTIP Amendment Now Includes:

The August 2017 Formal MTIP Amendment bundle contains required changes and updates to two urgent HB2017 projects that affect ODOT, the 2018 STIP, the 2018 MTIP, and the implementation of HB2017. The August 2017 Formal MTIP Amendment represents the first amendment to the new 2018-21 MTIP. Highlights of the required changes include:

- **Key TBD – New Project Addition:**
 - **Short Name: I-205 Corridor Bottleneck Project**
 - Expanded Name: I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck CBOS and ATMS Project
 - Lead Agency: ODOT
 - Description & Impact: Tied to the implementation of HB2017 with a delivery condition that triggers the gas tax increases stipulated in HB2017. The project will implement approved strategies from the Corridor Bottleneck Operations Study (CBOS) which primarily includes construction of NB auxiliary lane segments on I-205 from Powell Blvd NB to EB I-84 also including various ramp work improvements. The project also will implement Active Transportation Management System (ATMS) improvements (Intelligent Transportation type scope elements) along NB and SB I-205 from Johnson Creek to the Glenn Jackson Bridge.
 - Programming Total: \$30.7 million

- **Key 19786 – Existing Project Adding Funding:**
 - Project Name: I-205: Stafford Rd to OR99E
 - Lead Agency: ODOT
 - Description and Impact: Planning activities to add a third lane in each direction between Stafford Road and OR43 and a fourth lane on the Abernethy Bridge to help separate through traffic.
 - Description and Impact: Programming Total: A total of \$10 million for the Preliminary Engineering (PE) phase is being added to that consist of federal National Highway Freight Program (NHFP) and matching funds.

ODOT requested a second modification on 9-8-2017 to revise the programming fund codes for the HB2017 awarded projects. ODOT initially provided guidance that the state fund code “HB2017” would be used for all HB2017 awarded projects. However, to address fund leveraging needs, ODOT-Salem decided to replace the HB2017 fund code with the federal general fund code of “Advance Construction” or ADVCON. The use of this fund code identifies the project as federalized project. The final federal and/or state fund codes to be committed to the project can occur later. For projects on the Interstate system, the required match will be 7.78% with the federal share equaling 92.22%. For HB2017 awarded projects not on the Interstate system, the match requirement is set at 10.27% with the federal share equaling 89.73%. To help ensure the HB2017 name projects don’t get lost in the fund leveraging effort, and for financial constraint monitoring requirements, all HB2017 awarded projects will include an earmark tag identifying the project as an HB2017 named and awarded project along with the original funding award in the MTIP description for the project.

What is the requested action?

JPACT recommends approval of Metro Council of resolution 17-4830 to JPACT enabling the two projects to be amended in the new 2018-21 MTIP allowing final approval to then occur from USDOT before the end of October 2017. Timing is urgent for both projects to complete their required amendment approvals.

JPACT vote note: There was one opposing vote cast at JPACT concerning approval of Resolution 17-4830. The opposing vote came from the Washington Clark County JPACT member who expressed serious concern over the funding structure of HB2017. It was her interpretation that the “conditioned” funding requirement for the I-205 CBOS-ATMS project was being driven from expected future revenues from the value pricing/congestion pricing effort discussed in the legislation. Metro ODOT staff explained that the two specific projects in the amendment and all of

the named programmatic projects considered awarded HB2017 projects (totaling 112 projects) are HB2017 funded projects. Three freight category projects are conditioned to move forward now and apply federal National Highway Freight Program (NHFP) funds as well. The HB2017 condition on the I-205 CBOS-ATMS project relates to the delivery timing for the project. The I-205 CBOS-ATMS project must be delivered before the end of 2019 in order for the gas tax increase to be implemented. All of the named and/or programmatic HB2017 awarded projects are not tied to the congestion pricing study ODOT must also complete.

Why is this amendment occurring now?

House Bill 2017 provides additional funding for projects named in the bill and for bridge, pavement, culvert, seismic and safety projects. The attached list includes all of these projects that are funded for the 2018-2021 timeframe. Future STIP updates will incorporate the remaining named projects and other funded projects.

HB2017 stipulates various required benchmarks and process completion steps to occur which the Oregon Transportation Commission must verify. The I-205 CBOS-ATMS project is tied to the proposed gas tax increase. The condition for the gas tax increase to occur is predicated on the I-205 CBOS-ATMS project being delivered before the end of 2019. The delivery timing for both projects requires an accelerated amendment and development process to occur. HB2017 also conditions the I-205 Stafford Road to OR99E project to add federal National Highway Freight funds now to keep the project moving.

A summary of the projects included in the August 2017 Formal MTIP Amendment bundle is provided in the following tables.

1. Project: I-205 JOHNSON CREEK TO GLENN JACKSON BRIDGE CORRIDOR BOTTLENECK AND ATMS PROJECT	
Lead Agency:	ODOT
ODOT Key Number:	New TBD. The Key number has not yet been assigned to the project
Project Description:	The project will implement approved strategies from the Corridor Bottleneck Operations Study (CBOS) which primarily includes construction of NB auxiliary lane segments on I-205 from Powell Blvd NB to EB I-84 also including various ramp work improvements. The project also will implement Active transportation Management System (ATMS) improvements (Intelligent Transportation type scope elements) along NB and SB I-205 from Johnson Creek to the Glenn Jackson bridge.
What is changing?	This is a new project being added to the 2018 MTIP with funding awarded from HB2017.
Additional Details:	This project is tied to the HB2017 proposed gas tax increase and conditioned to be delivered by the end of 2019 to trigger the gas tax increase. The full project is being added to the 2018 MTIP through this amendment.
CBOS Study I-205 NB Proposed Improvements	The I-205 NB proposed improvements primarily consist of adding auxiliary lane segments and completing require rehab work to existing ramps between US26 (Powell Blvd north to eastbound I-84. The proposed segments identified in the CBOS study include the following NB aux lanes (Note: The project's cleared NEPA document and final design will determine the specific aux lane segments.): <ul style="list-style-type: none"> - I-205 NB: Powell Blvd. Entrance Ramp to Division St Entrance Ramp – Auxiliary Lane Extension and 2-Lane Exit at Washington St - I-205 NB: Phase 1 Powell Blvd Entrance to Washington Street Exit Ramp Exit Ramp-Auxiliary Lane Extension - I-205 NB: Phase 2 – Washington Street Exit Ramp to Glisan St Exit Ramp – Auxiliary Lane Extension - I-205 NB: Phase 3 – Glisan St Exit Ramp to I-84 WB Exit Ramp – Auxiliary Lane

	<p>Extension</p> <ul style="list-style-type: none"> - I-205 NB: Phase 4 – Division Street to Stark S/Washington Street Exit Ramp – Auxiliary Lane Extension w/ 2-Lane Exit at Washington Street - I-205 NB: I-205 Division Street Entrance Ramp to I-84 WB Exit Ramp – Auxiliary Lane Extension w/ 2-Lane Exit at Washington St <p>(Note: See Attachment 4 for aux lane exhibits)</p>
Why a Formal amendment is required?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	\$30,700,000 of state HB2017 awarded funds.
Other and Notes:	OTC approval was required for this project. Approval occurred during their August 17, 2017 meeting. Reference OTC August 17, 2017 Agenda item C. Proof of funding is now considered verified and available to the project by this action.

2. Project: I-205: Stafford Rd – OR99E	
Lead Agency:	ODOT
ODOT Key Number:	19786
Project Description:	This project is a major capacity enhancing project that will add a third through-lane on I-205 and improvements the Abernethy Bridge
What is Changing?	This is a HB2017 conditioned project to add funding now to the PE
Additional Details:	A total of \$10 million of federal National Highway Freight Program (NHFP) and matching funds are being added to the project's Preliminary Engineering phase to continue development of this project. NHFP portion = \$9,222,000. Required matching funds = \$778,000.
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, cost changes that exceed 20% to existing \$1 million dollar or greater projects require a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The project currently has \$2,500,000 of NHFP & match programmed for Planning pre NEPA project development activities. Through this amendment, an additional \$10 million of NHFP & match will be added to the Preliminary Engineering (PE) phase in support of required NEPA environmental and project development/design activities.
Other and Notes:	OTC approval occurred during their August 17, 2017 meeting. Proof of funding is now considered verified and available to the project by this action.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against seven MTIP review factors. The seven factors include:

- Project eligibility/proof of funding commitment and verification:
 - OTC approval August 17, 2017.
 - HB2017 proof of funding verified through OTC action on August 17, 2017.
 - Note: The remaining HB2017 named projects are expected to go to OTC for approval during their September 2017 meeting.
- RTP consistency review with the financially constrained element:
 - The capacity enhancing scope elements (aux lane portion) are named projects in the current approved constrained 2014 RTP.
 - RTP project references include:

- Project #11370: I-205 NB Phase 1 Aux Lane – Powell Blvd north to Division Street
 - Project #11399: I-205 NB Phase 2: Aux Lane Extension – Division St to I-84 WB Exit Ramp
 - Project #11398: I-205 NB Auxiliary Lane – I-84 to Killingsworth St Exit Ramp
- RTP goals and strategies consistency: The I-205 CBOS-ATMS project is in support of multiple RTP goals that include:
 - Goal 4: Emphasize Effective and Efficient Management of the Transportation System
 - Objective 4.1 Traffic Management: Apply technology solutions to actively manage the transportation system.
 - Objective 4.2 Traveler Information – Provide comprehensive real-time traveler information to people and businesses in the region.
 - Objective 4.3 Incident Management – Improve traffic incident detection and clearance times on the region’s transit, arterial and throughways networks.
 - Goal 9: Ensure Fiscal Stewardship:
 - Objective 9.1 Asset Management– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
 - Objective 9.2 Maximize Return on Public Investment - Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes.
- Amendment type determination; **Formal** or Administrative:
 - Adding a new project to the MTIP is required per the FHWA STIP & MTIP Amendment Matrix.
 - Guidance: FHWA STIP/MTIP Amendment Matrix which includes:
 - Adding or cancelling a federally funded and regionally significant project to the STIP and state funded projects which will potentially be federalized.
 - Cost changes above 20% for \$1 million dollar or greater projects require a full/formal MTIP amendment.
- Air conformity review:
 - The I-205 NB aux lane segments are conformed as part of the 2014 RTP.
 - Reference 2014 RTP projects 113470, 11399, & 11398.
- Fiscal constraint verification:
 - Both projects are named projects in HB2017
 - Verification and approval of project funding also occurred through the ODOT review and verification, plus OTC action on August 17, 2017
 - Secondary formal project approvals by OCT on September 22, 2017
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Initiated on August 17, 2017 with a planned conclusion on September 25, 2017
- Other: The I-205 Stafford Rd to OR99E project is a capacity enhancing project that will add a 3rd through lane in each direction within the project limits. At this time only funding for PE activities is being added to the MTIP. At this point in the project development’s life, it is not subject to air conformity or verification that the project is included in the Metro modal network as part of the

required RTP consistency check. To add funding for the right of way and construction phases, the project will need to be included in the constrained 2018 RTP. Per review with ODOT staff, ODOT has submitted the project for inclusion in constrained 2018 RTP.

MPO responsibilities include the completion of a required 30-day public notification period for all projects in the May 2017 Formal Amendment. Both projects have been posted on Metro’s MTIP web page for notification and comment opportunity. Metro staff will respond to received comments as necessary. Staff’s opinion is that the projects can be amended as requested and added to the 2018-21 MTIP without issue. Staff will forward TPAC’s recommendation to JPACT for approval consideration during their September 21, 2017 meeting.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the August 2017 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	August 17, 2017
• TPAC notification and approval recommendation.....	August 25, 2017
• Completion of public notification process.....	September 25, 2017
• JPACT approval recommendation to Council.....	September 21, 2017
• Approval of the 2018 MTIP (on or about).....	October 2, 2017
• Metro Council approval.....	October 5, 2017

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	October 5, 2017
• Amendment bundle submission to ODOT and USDOT.....	October 6, 2017
• ODOT clarification and approval.....	Mid October, 2017
• USDOT clarification and final amendment approval.....	Mid October, 2017

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

RECOMMENDED ACTION:

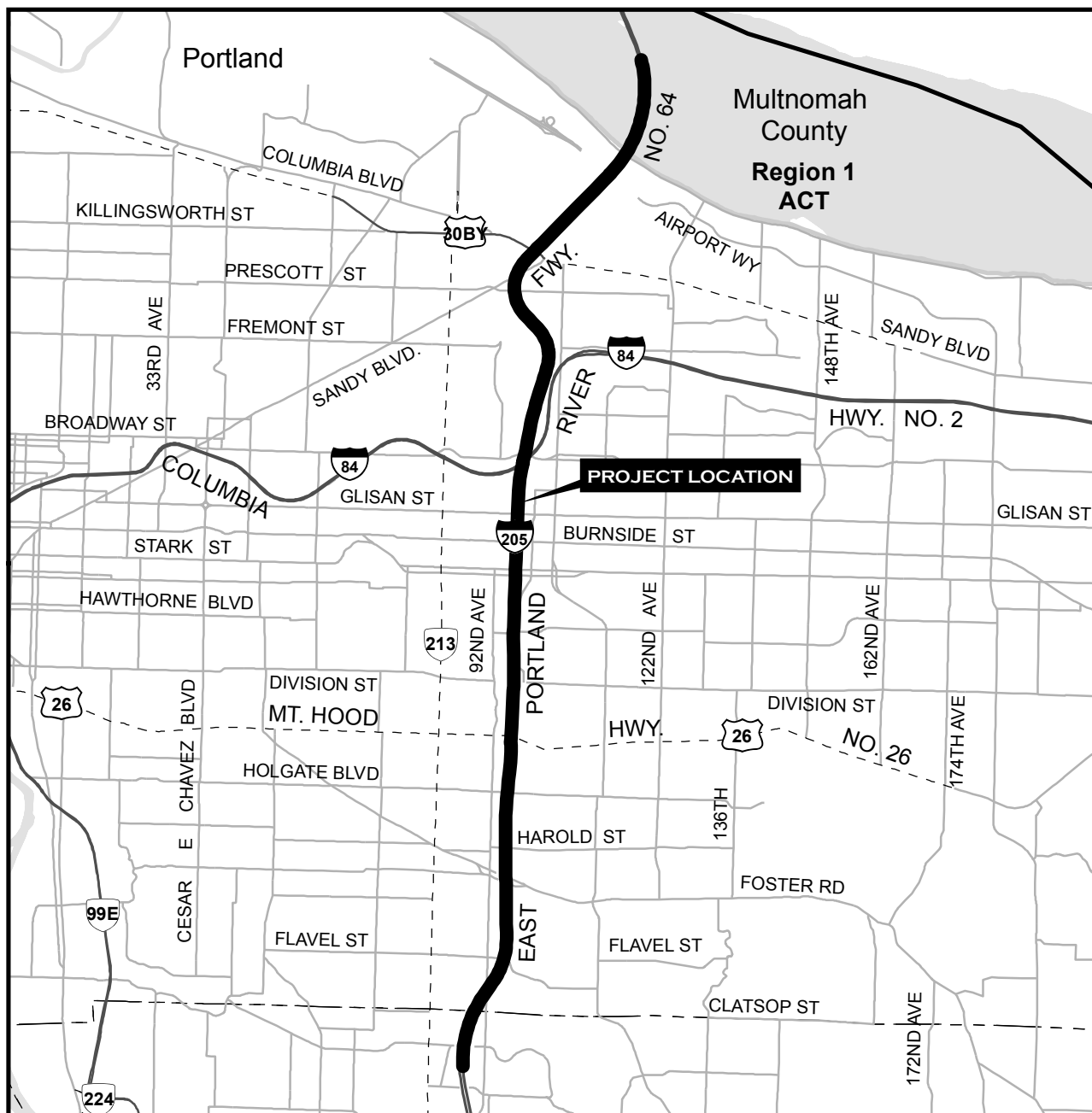
JPACT recommends the approval of Resolution 17-4830.

Attachments:

1. Project Location Maps
2. OTC letter
3. I-205 Charter Map
4. CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes

STIP PROJECT LOCATION

ODOT REGION 1



I-205 JOHNSON CREEK BLVD - GLENN JACKSON BRIDGE (CBOS ATM) KEY NO. TBD

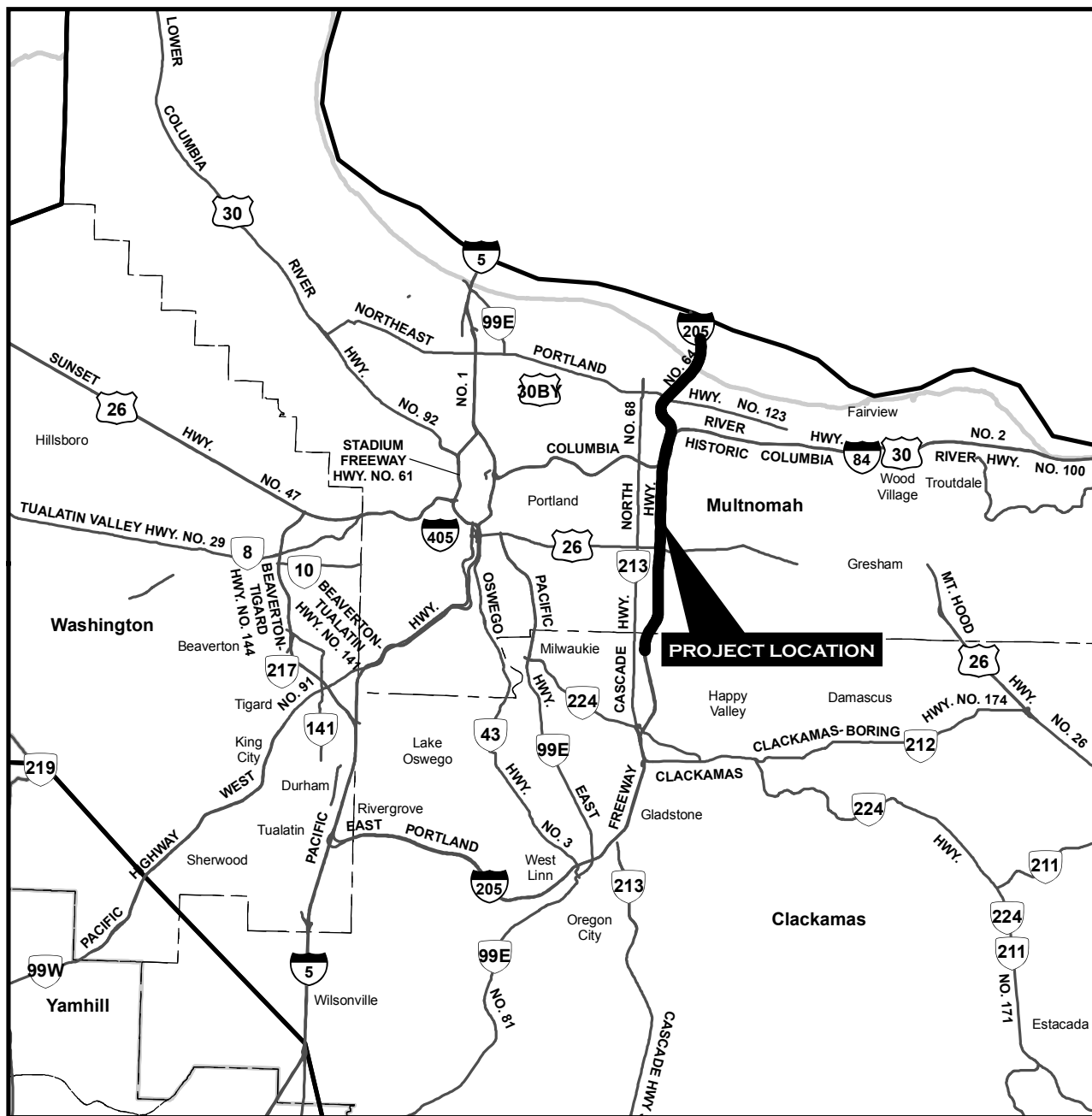
- LEGEND**
- PROJECT LOCATION
- STATE HIGHWAY CLASSIFICATION**
- INTERSTATE
 - STATEWIDE
 - REGIONAL / DISTRICT
- BOUNDARIES**
- REGIONAL BOUNDARY
 - COUNTY BOUNDARY
 - ACT BOUNDARY

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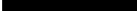


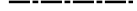
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GIS No. 23-52

STIP PROJECT VICINITY ODOT REGION 1



I-205 JOHNSON CREEK BLVD -GLENN
JACKSON BRIDGE (CBOS ATM)
KEY NO. TBD

LEGEND

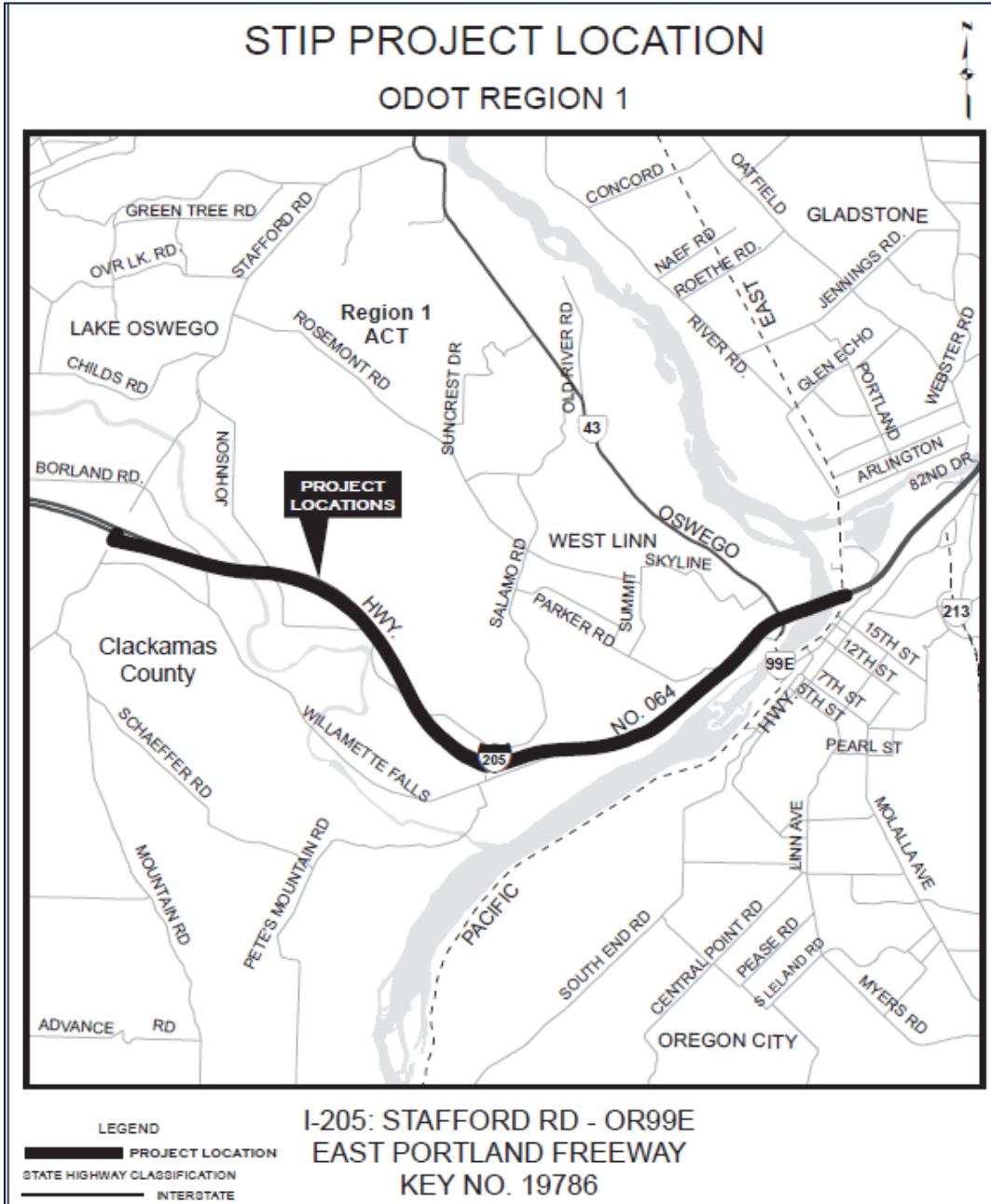
-  PROJECT LOCATION
-  STATE HIGHWAY
-  COUNTY BOUNDARY
-  STATE BOUNDARY

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."



0 3.5 Miles
PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - JANUARY 2017
GIS No. 23-52

Key 19786
I-205 Stafford Rd to OR99E





Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August 6, 2017

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda C** – Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project.

Requested Action:

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project. This project will implement operational and safety improvements to reduce crashes and improve travel time on Interstate 205 between Johnson Creek Boulevard and Glenn Jackson Bridge in Multnomah and Clackamas counties and includes a northbound auxiliary lane between Powell Boulevard and Interstate 84. The total cost for the project is approximately \$30,700,000 and will be funded by the Oregon Department of Transportation's (ODOT) House Bill 2017 (Transportation Funding) allocation.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
House Bill 2017 funds allocated for the Interstate 205 Corridor Bottleneck Project	\$15,500,000	\$0
House Bill 2017 funds allocated for Interstate 205 Active Traffic Management	\$15,200,000	\$0
Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project	\$0	\$30,700,000
TOTAL	\$30,700,000	\$30,700,000

Projects to add:

Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2017	\$0	\$8,000,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2019	\$0	\$19,700,000
Other	2018	\$0	\$3,000,000
TOTAL		\$0	\$30,700,000

Background:

The project locations and proposed solutions are based on the Active Traffic Management Strategy study and the Corridor Bottleneck Operations Study, which Region 1 undertook to identify high priority reoccurring bottlenecks with potentially high return improvements and develop freeway operational and safety improvements to address them.

Interstate 205 is a facility of statewide and regional significance, and this is one of the highest volume sections of roadway in the state. The recurring congestion in this area results in millions of dollars per year in user delay and high instances of congestion-related crashes. The auxiliary lane improvements are anticipated to result in a 30 percent reduction in mainline crashes based on comparable auxiliary lane improvements.

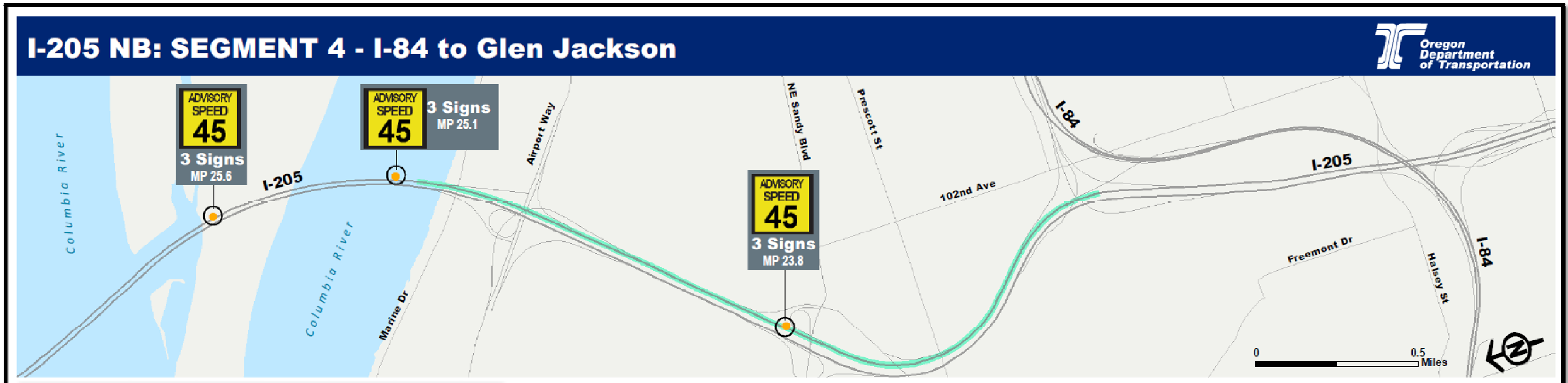
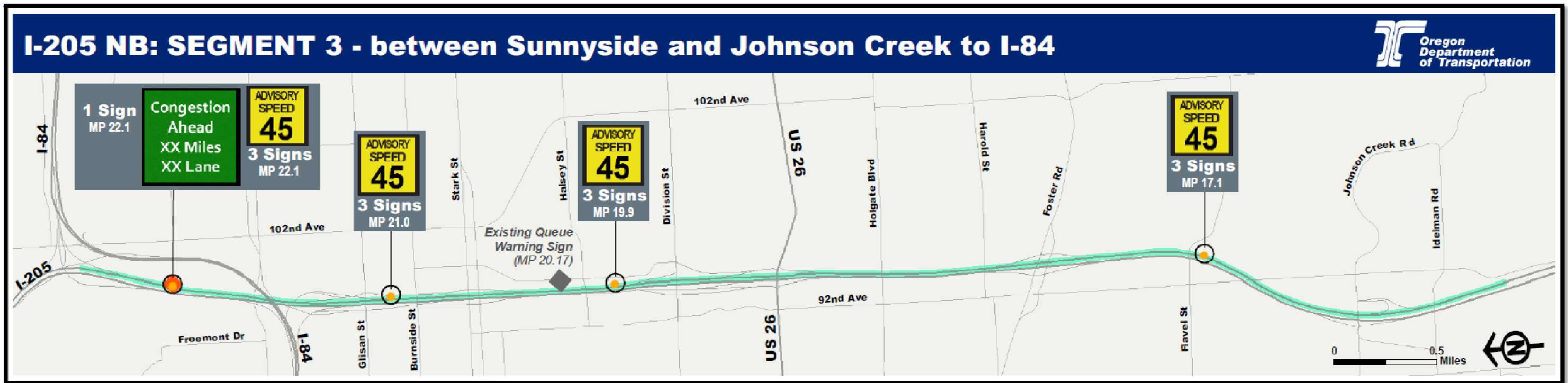
House Bill 2017, which was signed by the Oregon Speaker of the House and Senate President on July 18, 2017, provides a total of \$30,700,000 to construct a northbound auxiliary lane between Powell Boulevard and Interstate 84 and an Active Traffic Management System project between the Glenn Jackson Bridge and Johnson Creek Boulevard. HB 2017 conditioned approval of a future two cent gas tax increase upon completion of both projects by December 1, 2019. ODOT staff recommend combining the projects for efficient delivery. The combined project name is Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management.

Attachment:

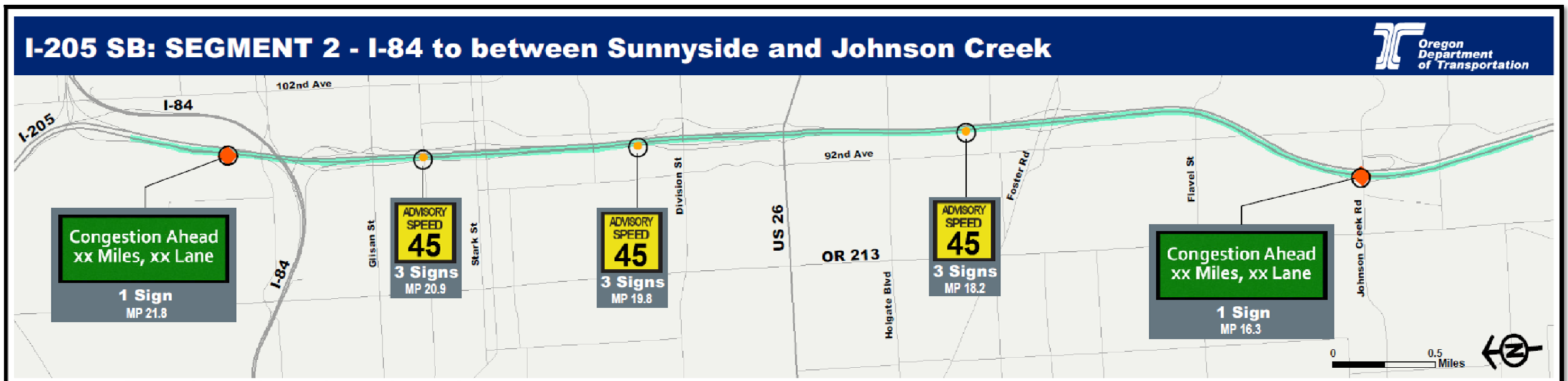
- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

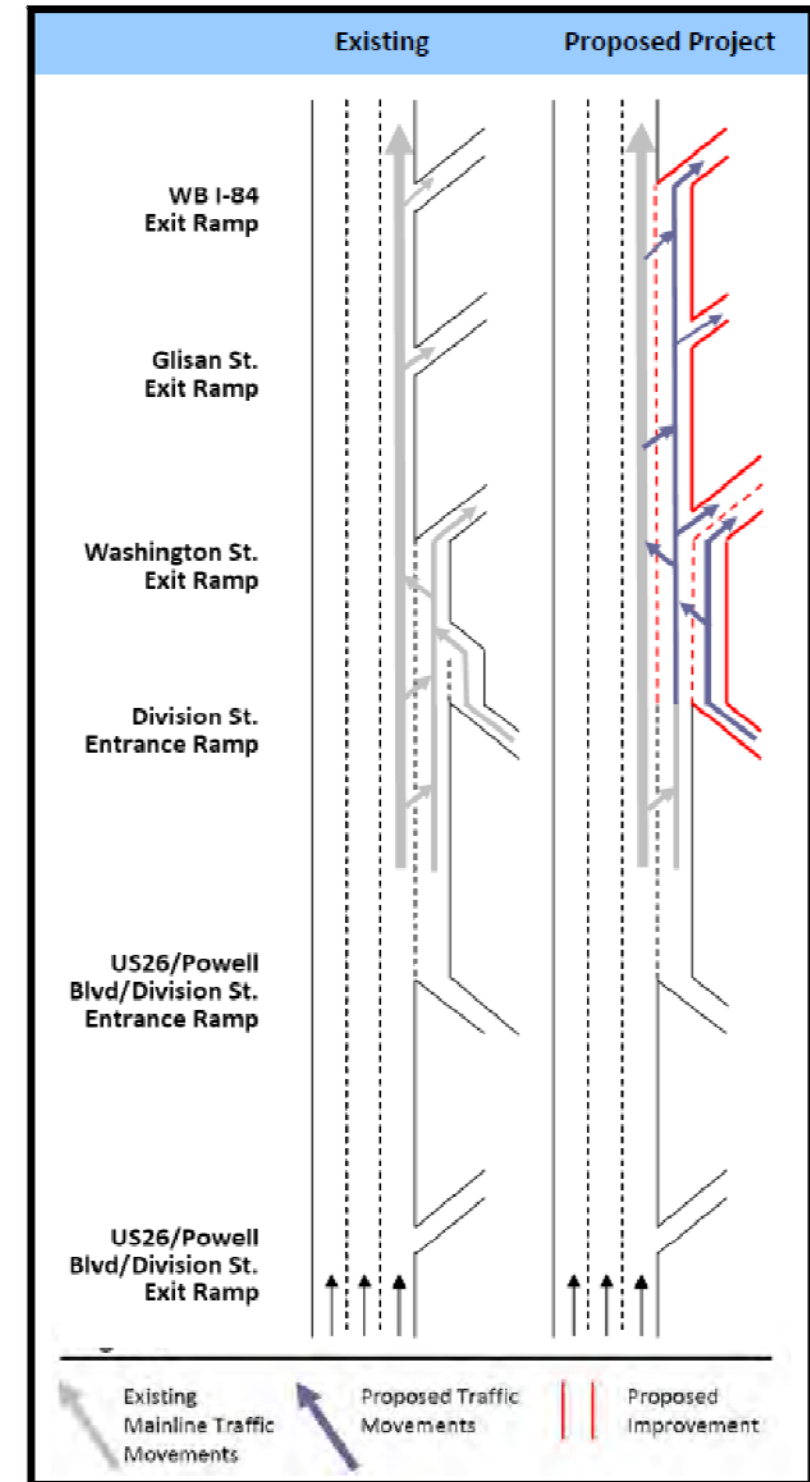
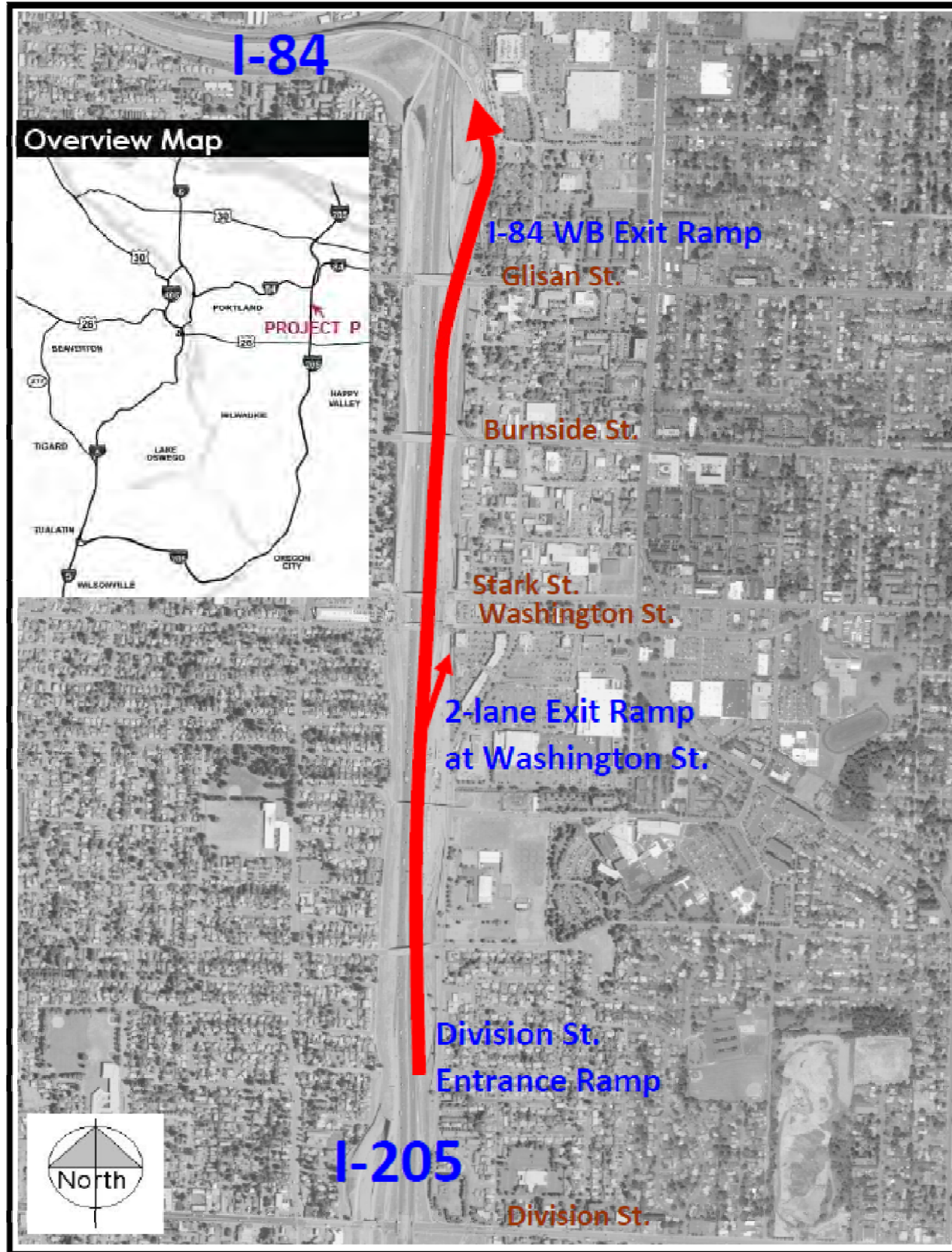
Jerri Bohard	Travis Brouwer	Bob Gebhardt	McGregor Lynde
Paul Mather	Jeff Flowers	John Coplantz	Justin Moderie
Rian Windsheimer	Kelly Brooks	Shyam Sharma	Tamira Clark
David Kim	Ted Miller	Talena Adams	David Arena
Richard Garrison	Lynn Averbeck	Amanda Sandvig	Arlene Santana
Vaughan Rademeyer			



Proposed Variable Speed Sign Proposed Variable Speed Sign	Proposed VMS & Queue Warning Sign (Type 1) Proposed VMS & Queue Warning Sign (Type 1)	Proposed VMS & Queue Warning Sign (Type 2) Proposed VMS & Queue Warning Sign (Type 2)
 Proposed Variable Speed Sign	 Proposed VMS & Queue Warning Sign	 Existing VMS & Queue Warning Sign
		 Existing BI-State Travel Time Sign



Proposed Variable Speed Sign ADVISORY SPEED 45	Proposed VMS & Queue Warning Sign (Type 1) Congestion Ahead xx Miles, xx Lane	Proposed VMS & Queue Warning Sign (Type 2) Congestion Ahead xx Miles, xx Lane
 Proposed Variable Speed Sign	 Proposed VMS & Queue Warning Sign	 Existing VMS & Queue Warning Sign
	 Existing BI-State Travel Time Sign	



Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



The below I-205 NB Aux Lane Segments as proposed in the CBOS Study are provided as an illustration and general overview of the CBOS component to the project. The NEPA Record of Decision and final design completed through the project's Preliminary Engineering (PE) phase will determine the final alignments and scope of required improvements.



Final Working Draft Project Atlas
Chapter 4: Bottlenecks and Project Recommendations by Corridor: I-205

I-205 NB: Powell Blvd. Entrance Ramp to Division St. Entrance Ramp - Auxiliary Lane Extension and 2-Lane Exit at Washington St.

Project Analysis/Evaluation		Operations Diagram		Project Concept	
Potential Solution	Cost Estimate	Existing		Proposed Project	
Yes	6.5M - \$7.5M				
Existing Operations*					
Variable	Existing				
Duration (hours)	1.75				
Queue (miles)	0.4 - 1.0				
Average Speed (mph)	≥ 10				
Density (veh/mi/ln)	-				
Key Points					
Existing Conditions					
<p>Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.</p>					
Proposed Improvements					
<p>This project will extend the existing acceleration lane from the Powell Blvd. entrance-ramp to match with the existing auxiliary lane between the Division St. entrance-ramp and Stark/Washington St. exit-ramp, and provide a two-lane exit at Stark/Washington. The proposed auxiliary lane would provide an extended distance for traffic to merge onto mainline, thereby reducing congestion at the US26/Powell Blvd entrance-ramp merge junction. The two-lane exit at Stark/Washington St. will reduce weaving conflicts in this segment.</p>					
Operations/Safety Benefits					
<p>The proposed improvement will provide motorists additional time and distance to find gaps and safely weave over lanes. Congestion/queuing would be reduced in most lanes and completely reduced in the two leftmost lanes. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.</p>					
Potential Follow-Up Phases					
Project Title: Auxiliary Lane Addition: Washington St. - I-84 WB (Project Map ID P)					
Notes:					
Bottleneck ID	Tracking ID	Map ID	Cost		
I-205: B4	1e	P	\$7.6M - \$8.0M		

Legend

- Existing Mainline Traffic Movements
- Proposed Traffic Movements
- Proposed Improvement

Impacts

- ROW: None anticipated
- Structures: Modification
- Environment: To be determined

Diagram of Improvements

Diagram of Improvements

Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



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Final Working Draft Project Atlas
Chapter 4: Bottlenecks and Project Recommendations by Corridor: I-205

Map ID	L	I-205 NB: Phase 1 - Powell Blvd Entrance Lane to Washington St. Exit Ramp - Auxiliary Lane Extension	
Bottleneck ID	I-205: B4		
Tracking ID	1a		
Direction	NB		
Project Analysis/Evaluation			
Potential Solution		Cost Estimate	
Yes		\$6.0M - \$6.9M	
Existing Operations*			
Variable		Existing	
Duration (hours)		1.75	
Queue (miles)		0.4 - 1.0	
Average Speed (mph)		≥ 10	
Density (veh/mi/n)			
Key Points			
Existing Conditions			
Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.			
Proposed Improvements			
This project would extend the existing acceleration lane from the Powell Blvd. entrance-ramp to match with the existing auxiliary lane between the Division St. entrance-ramp and Stark/Washington St. exit-ramp. Auxiliary lane would provide an extended distance for traffic to merge onto mainline.			
Operations/Safety Benefits			
The proposed improvement will provide motorists additional time and distance to find gaps and safely weave over lanes. Congestion/queuing would be reduced in most lanes. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.			
Potential Follow-Up Phases			
Project Title:	Auxiliary Lane Addition: Powell Blvd. to I-84 exit-ramp		
Notes:	Follow-up projects: three low-cost incremental projects (Map ID M, N & O) or one higher-cost project (Map ID P)		
Bottleneck ID	Tracking ID	Map ID	Cost
I-205: B4	1b	M	\$2.4M - \$2.8M
*PM Peak Hour			

Operations Diagram

Legend

- Existing Mainline Traffic Movements (grey arrow)
- Proposed Traffic Movements (blue arrow)
- Proposed Improvement (red line)

Impacts

- ROW: None anticipated
- Structures: Modification
- Environment: To be determined

Project Concept

Diagram of Improvements

Existing

Improved

Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



The below I-205 NB Aux Lane Segments as proposed in the CBOS Study are provided as an illustration and general overview of the CBOS component to the project. The NEPA Record of Decision and final design completed through the project's Preliminary Engineering (PE) phase will determine the final alignments and scope of required improvements.



Final Working Draft Project Atlas
Chapter 4: Bottlenecks and Project Recommendations by Corridor: I-205

I-205 NB: Phase 2 - Washington St. Exit Ramp to Glisan St. Exit Ramp - Auxiliary Lane Extension				Map ID	M
				Bottleneck ID	I-205: B4
				Tracking ID	1b
				Direction	NB
Project Analysis/Evaluation			Project Concept		
Potential Solution	Cost Estimate		<div style="display: flex;"> <div style="flex: 1;"> <p style="text-align: center;">Overview Map</p> </div> <div style="flex: 2;"> </div> </div>		
YES	\$2.4M - \$2.8M				
Existing Operations*					
Variable	Existing				
Duration (hours)	1.75				
Queue (miles)	0.4 - 1.0				
Average Speed (mph)	≥ 10				
Density (veh/mi/ln)	-				
Key Points					
Existing Conditions					
<p>Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.</p>					
Proposed Improvements					
<p>Assuming that Project Map ID L is built, this would be the next low-cost incremental improvement for congestion relief in the area. The proposed project will extend the existing auxiliary lane on I-205 NB in the project section from the Washington St. exit-ramp to the Glisan St. exit-ramp.</p>					
Operations/Safety Benefits					
<p>The proposed improvement will further enhance the operational benefits of the auxiliary lane by providing motorists additional time and distance to find gaps and safely weave over lanes. Congestion/queuing would be reduced in most lanes. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.</p>					
Potential Follow-Up Phases					
<p>Project Title: Extend auxiliary lane from Glisan St. exit-ramp to I-84 WB exit-ramp (Project Map ID N)</p>					
<p>Notes: Follow-up projects: low-cost incremental projects (Map ID N & O)</p>					
Bottleneck ID	Tracking ID	Map ID	Cost		
I-205: B4	1c	N	\$2.2M - \$2.5M		

*PM Peak Hour

Corridor Bottleneck Operations Study for I-5, I-205, I-84, I-405, and US 26

Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



The below I-205 NB Aux Lane Segments as proposed in the CBOS Study are provided as an illustration and general overview of the CBOS component to the project. The NEPA Record of Decision and final design completed through the project's Preliminary Engineering (PE) phase will determine the final alignments and scope of required improvements.



Final Working Draft/Project Atlas
Chapter 4: Bottlenecks and Project Recommendations by Corridor: I-205

Map ID		N		I-205 NB: Phase 3 - Glisan St. Exit to I-84 WB Exit Ramp - Auxiliary Lane Extension	
Bottleneck ID		I-205: B4		Project Analysis/Evaluation	
Tracking ID		1c			
Direction		NB			
Potential Solution		Cost Estimate		Operations Diagram	
Yes		\$2.2M - \$2.5M			
Existing Operations*				Proposed Project	
Variable		Existing			
Duration (hours)		1.75			
Queue (miles)		0.4 - 1.0			
Average Speed (mph)		≥ 10			
Density (veh/mi/ln)		-			
Key Points				Project Concept	
Existing Conditions					
Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.					
Proposed Improvements					
Assuming that Projects Map ID L and M are built, this would be the next low-cost incremental improvement for congestion relief in the area. The proposed project would extend the auxiliary lane from Glisan St. exit-ramp to I-84 WB exit-ramp.					
Operations/Safety Benefits				Overview Map	
The proposed improvement will further enhance the operational benefits of the auxiliary lane by providing motorists additional time and distance to find gaps and safely weave over lanes. Of the volumes exiting to I-84 WB, 37% are from Powell and Division. This extended auxiliary lane would provide more direct connection without having to mix with mainline traffic. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.					
Potential Follow-Up Phases					
Project Title: Auxiliary Lane between Division St entrance-ramp and Washington St exit-ramp					
Notes:					
Legend		Impacts		Legend	
Existing Mainline Traffic Movements		Proposed Traffic Movements			
Proposed Improvement		ROW: None anticipated			
		Structures: None anticipated			
		Environment: To be determined			
Table		Table		Table	
Bottleneck ID		Tracking ID			
Map ID		Cost			
I-205 - B4		1-d			
O		\$1.7M - \$2.0M			
*PM Peak Hour				Table	

Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



The below I-205 NB Aux Lane Segments as proposed in the CBOS Study are provided as an illustration and general overview of the CBOS component to the project. The NEPA Record of Decision and final design completed through the project's Preliminary Engineering (PE) phase will determine the final alignments and scope of required improvements.



I-205 NB: Phase 4 - Division Street Entrance Ramp to Stark St./Washington St. Exit Ramp - Auxiliary Lane Extension w/ 2-lane Exit at Washington Street				Map ID	O
Project Analysis/Evaluation				Bottleneck ID	I-205: B4
Project Concept				Tracking ID	1d
Potential Solution				Direction	NB
Yes	Cost Estimate	Operations Diagram			
\$1.7M - \$2.0M	Assumed Existing		Proposed Project		
Existing Operations*					
Variable	Existing				
Duration (hours)	1.75				
Queue (miles)	0.4 - 1.0				
Average Speed (mph)	≥ 10				
Density (veh/mi/n)	-	Key Points			
Existing Conditions		<p>Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.</p>			
Proposed Improvements					
Operations/Safety Benefits					
Potential Follow-Up Phases		Impacts			
Project Title: No follow-up phases identified at this time.		ROW: None anticipated			
Notes:		Structures: None anticipated			
Environment: To be determined		Legend			
Bottleneck ID	Tracking ID	Map ID	Cost		
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*PM Peak Hour					

Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



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Final Working Draft Project Atlas
Chapter 4: Bottlenecks and Project Recommendations by Corridor: I-205

Map ID	P	I-205 NB: Division St. entrance ramp to I-84 WB Exit Ramp - Auxiliary Lane Extension w/2-lane Exit at Washington St.																																																											
Bottleneck ID	I-205: B4	Project Analysis/Evaluation																																																											
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Direction	NB	Overview Map																																																											
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Potential Solution</th> <th style="width: 50%;">Cost Estimate</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Yes</td> <td style="text-align: center;">\$7.6M - \$8.M</td> </tr> <tr> <td colspan="2" style="text-align: center;">Existing Operations*</td> </tr> <tr> <td style="text-align: center;">Variable</td> <td style="text-align: center;">Existing</td> </tr> <tr> <td>Duration (hours)</td> <td style="text-align: center;">1.75</td> </tr> <tr> <td>Queue (miles)</td> <td style="text-align: center;">0.4 - 1.0</td> </tr> <tr> <td>Average Speed (mph)</td> <td style="text-align: center;">≥ 10</td> </tr> <tr> <td>Density (veh/mi/in)</td> <td style="text-align: center;">-</td> </tr> <tr> <td colspan="2" style="text-align: center;">Key Points</td> </tr> <tr> <td colspan="2" style="text-align: center;">Existing Conditions</td> </tr> <tr> <td colspan="2"> Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. 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This project would extend the auxiliary lane from the Washington St. exit-ramp to the I-84 WB exit-ramp and build an additional auxiliary lane from the Division St. entrance-ramp to the Washington St. exit-ramp with a two-lane exit. </td> </tr> <tr> <td colspan="2" style="text-align: center;">Operations/Safety Benefits</td> </tr> <tr> <td colspan="2"> The proposed improvement will provide drivers additional time and distance to safely execute the necessary weaving maneuvers. Congestion would be completely reduced in all lanes. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements. </td> </tr> <tr> <td colspan="2" style="text-align: center;">Potential Follow-Up Phases</td> </tr> <tr> <td>Project Title:</td> <td>No follow-up phases identified at this time.</td> </tr> <tr> <td>Notes:</td> <td></td> </tr> <tr> <td>Bottleneck ID</td> <td>Tracking ID</td> <td>Map ID</td> <td>Cost</td> </tr> <tr> <td>---</td> <td>---</td> <td>---</td> <td>---</td> </tr> </tbody> </table>		Potential Solution	Cost Estimate	Yes	\$7.6M - \$8.M	Existing Operations*		Variable	Existing	Duration (hours)	1.75	Queue (miles)	0.4 - 1.0	Average Speed (mph)	≥ 10	Density (veh/mi/in)	-	Key Points		Existing Conditions		Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.		Proposed Improvements		As a follow-up phase to Project Map ID L, this project represents the ultimate improvement to address re-occurring bottleneck relief for the area. Considering that funding may be a constraint, this project can be broken into three smaller projects: Project Map ID M, N and O. This project would extend the auxiliary lane from the Washington St. exit-ramp to the I-84 WB exit-ramp and build an additional auxiliary lane from the Division St. entrance-ramp to the Washington St. exit-ramp with a two-lane exit.		Operations/Safety Benefits		The proposed improvement will provide drivers additional time and distance to safely execute the necessary weaving maneuvers. Congestion would be completely reduced in all lanes. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.		Potential Follow-Up Phases		Project Title:	No follow-up phases identified at this time.	Notes:		Bottleneck ID	Tracking ID	Map ID	Cost	---	---	---	---	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Existing</th> <th style="width: 50%;">Proposed Project</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">WB I-84 Exit Ramp</td> <td style="text-align: center;">WB I-84 Exit Ramp</td> </tr> <tr> <td style="text-align: center;">Gisan St. Exit Ramp</td> <td style="text-align: center;">Gisan St. Exit Ramp</td> </tr> <tr> <td style="text-align: center;">Washington St. Exit Ramp</td> <td style="text-align: center;">Washington St. Exit Ramp</td> </tr> <tr> <td style="text-align: center;">Division St. Entrance Ramp</td> <td style="text-align: center;">Division St. Entrance Ramp</td> </tr> <tr> <td style="text-align: center;">US26/Powell Blvd/Division St. Entrance Ramp</td> <td style="text-align: center;">US26/Powell Blvd/Division St. Entrance Ramp</td> </tr> <tr> <td style="text-align: center;">US26/Powell Blvd/Division St. Exit Ramp</td> <td style="text-align: center;">US26/Powell Blvd/Division St. Exit Ramp</td> </tr> </tbody> </table> <p style="font-size: small;"> ← Existing Mainline Traffic Movements ← Proposed Traffic Movements Proposed Improvement </p> <p style="font-size: x-small;"> Impacts ROW: None anticipated Structures: None anticipated Environment: To be determined </p>		Existing	Proposed Project	WB I-84 Exit Ramp	WB I-84 Exit Ramp	Gisan St. Exit Ramp	Gisan St. Exit Ramp	Washington St. Exit Ramp	Washington St. Exit Ramp	Division St. Entrance Ramp	Division St. Entrance Ramp	US26/Powell Blvd/Division St. Entrance Ramp	US26/Powell Blvd/Division St. Entrance Ramp	US26/Powell Blvd/Division St. Exit Ramp	US26/Powell Blvd/Division St. Exit Ramp
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Key Points																																																													
Existing Conditions																																																													
Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.																																																													
Proposed Improvements																																																													
As a follow-up phase to Project Map ID L, this project represents the ultimate improvement to address re-occurring bottleneck relief for the area. Considering that funding may be a constraint, this project can be broken into three smaller projects: Project Map ID M, N and O. This project would extend the auxiliary lane from the Washington St. exit-ramp to the I-84 WB exit-ramp and build an additional auxiliary lane from the Division St. entrance-ramp to the Washington St. exit-ramp with a two-lane exit.																																																													
Operations/Safety Benefits																																																													
The proposed improvement will provide drivers additional time and distance to safely execute the necessary weaving maneuvers. Congestion would be completely reduced in all lanes. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.																																																													
Potential Follow-Up Phases																																																													
Project Title:	No follow-up phases identified at this time.																																																												
Notes:																																																													
Bottleneck ID	Tracking ID	Map ID	Cost																																																										
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Existing	Proposed Project																																																												
WB I-84 Exit Ramp	WB I-84 Exit Ramp																																																												
Gisan St. Exit Ramp	Gisan St. Exit Ramp																																																												
Washington St. Exit Ramp	Washington St. Exit Ramp																																																												
Division St. Entrance Ramp	Division St. Entrance Ramp																																																												
US26/Powell Blvd/Division St. Entrance Ramp	US26/Powell Blvd/Division St. Entrance Ramp																																																												
US26/Powell Blvd/Division St. Exit Ramp	US26/Powell Blvd/Division St. Exit Ramp																																																												

*PM Peak Hour