

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-)	RESOLUTION NO. 21-5192
24 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD)	Introduced by: Chief Operating Officer
ODOT’S INTERSTATE 205 – ABERNETHY)	Marissa Madrigal in concurrence with
BRIDGE IMPROVEMENT SEGEMENT WHICH)	Council President Lynn Peterson
INCLUDES \$375 MILLION OF CONSTRUCTION)	
PHASE FUNDING (JL21-14-JUL3))	

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; 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 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, MTIP amendments now must also include assessments for performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, the seven mile stretch of Interstate 205 between I-5 and OR213 contains only two through-lanes in each direction supports over 100,000 vehicles, is subject to daily 6.75 hours of significant congestion, experiences a large volume of crashes in the corridor, and is impacted by approximately \$10.9 million per year from injuries, property damage, freight delays and fuel costs related to crashes, and

WHEREAS, ODOT has proposed to add a third lane for capacity support through the corridor along with several additional major facility improvements; and

WHEREAS, project development began in 2016 with Preliminary Engineering starting in 2018 and Right-of-Way in 2019, and has completed the Active Traffic Management (ATM) improvement portion to the overall larger project; and

WHEREAS, ODOT has completed a significant amount of public outreach to obtain public input about the project since 2017 which includes 28 community briefings with neighborhood groups in Oregon City, West Linn, and Clackamas County, three on-line open houses, two in-person open houses, and four informational project newsletters to residents within ½-mile of the project area; and

WHEREAS, the passage of HB3055 provides a new funding mechanism for the I-205 project and the Oregon Transportation Commission on July 15, 2021 will is scheduled to approve \$375 million of

additional funding to support the construction phase for the I-205 Improvements 1A - OR43 to OR213 segment, also referred to as the I-205 Abernethy Bridge improvement project; and

WHEREAS, the I-205 Improvements 1A - OR43 to OR213 project will complete several capacity and facility improvements which include constructing ground improvements, new foundations, sub-structure and superstructure, adding a lane in both directions of I-205, reconstruction of the OR 43 Interchange and include a roundabout, reconstruction of the OR 99 interchange to accommodate the bridge widening, plus include sound walls in the vicinity of SB I-205 at Exit 9, stormwater mitigation, landscaping, paving, striping, signing and lighting improvements; and

WHEREAS, a review of the proposed project has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming there are no significant inconsistencies between the project as described in the RTP and the project proposed in the July #3 2021 MTIP Formal Amendment; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification from OTC's approval action at their July 2021 meeting, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the July #3 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on July 9, 2021; and

WHEREAS, JPACT approved Resolution 21-5192 consisting of the July #3 2021 Formal MTIP Amendment on July 15, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 29, 2021 through Resolution 21-5192 to formally amend the 2021-24 MTIP to include the new ODOT I-205 Improvements 1A - OR43 to OR213 improvement project.

ADOPTED by the Metro Council this 3rd day of August 2021.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 21-5192



Proposed July #3 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **JL21-14-JUL3**
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 Key 22467 MTIP ID NEW TBD New Project	ODOT	I-205 Improvements 1A - OR43 to OR213	<u>ADD NEW PROJECT:</u> The formal amendment adds the I-205 Abernethy Bridge improvement project to the 2021-24 MTIP.	The project is part of the larger I-205 improvement project that will add a third through-lane from I-5 to OR213 and includes Active Traffic Management System (ATMS) improvements



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add new I-205 Abernethy Bridge improvement project

Lead Agency: ODOT		Project Type:	Capital	ODOT Key: 22467	
Project Name: I-205 Improvements 1A - OR43 to OR213	1	ODOT Type	Modern	MTIP ID: NEW-TBD	
		Performance Meas:	Yes	Status: 6	
		Capacity Enhancing:	Yes	Comp Date: 9/30/2027	
		Conformity Exempt:	No	RTP ID:	11969
		On State Hwy Sys:	I-205	RFFA ID:	N/A
		Mile Post Begin:	8.50	RFFA Cycle:	N/A
		Mile Post End:	11.05	UPWP:	No
		Length:	2.55	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	0
		Years Active:	0	OTC Approval:	Yes
		STIP Amend #: 21-24-0942			MTIP Amnd #: JL21-14-JUL3
		<p>Detailed Description: On I-205 from MP 8.50 to 11.05, complete the Abernethy Bridge improvement segment which includes constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The I-205 NB and OR 43 IC will be reconstructed and include a roundabout. The OR 99 IC will be reconstructed to accommodate the bridge widening. Additional scope elements include a sound walls in the vicinity of SB I-205 at Exit 9, stormwater mitigation, landscaping, paving, striping, signing and lighting improvements.</p>			
<p>STIP Description: This segment of the project will seismically retrofit and widen the Abernethy Bridge by constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The interchange at I-205 NB and OR 43 will be reconstructed and include a roundabout. The interchange at OR 99 will be reconstructed to accommodate the bridge widening. The project includes a noise wall in the vicinity of SB I-205 at Exit 9. Stormwater, landscaping, paving, striping, signing and lighting are also included as part of this project.</p>					

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
ADVCON	ACPO	2021				\$ 375,000,000		\$ 375,000,000
								\$ -
ADVCON is identified as 100% federal at this time							Federal Totals:	\$ 375,000,000
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ 375,000,000	\$ -	\$ 375,000,000
Year of Expenditure (YOE):								\$ 375,000,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new I-205 Abernethy Bridge improvement segment (1 of 3 total improvement segments) to the 2021-24 MTIP. Parent project is Key 19786
- > OTC approval required: Yes. Funding approval during their July 15, 2021 meeting.

Amendment Summary:

The formal amendment add the Abernethy Bridge improvement segment to the overall multi-segment I-205 improvement project which includes Active Traffic Management System (ATMS) Intelligent Transportation System Improvement, Abernethy Bridge widening from OR43 to OR 213, and add a third through-lane in both directions for OR213 to I-5.

- > Will Performance Measurements Apply: Yes - Multiple areas

RTP References:

- > RTP ID: 11969 - I-205 Abernethy Bridge (CON)
- > RTP Description: Widen both directions of the I-205 Abernethy Bridge and approaches to address recurring bottlenecks on the bridge. Install Active Traffic Management (ATM) on northbound and southbound I-205. Preliminary Engineering (PE) and Right-of-Way (ROW) phase.
- > Fiscal verification: OTC action - July 15, 2021 meeting
- > Exemption Status: Project is not exempt. The project is considered a capacity enhancing type project per 40 CFR 93.126 which requires air quality and transportation demand modeling analysis. The completed this as part of the 2018 RTP Update and is identified in the constrained section under project IDs 11969 and 11904
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: Objective 5.3 Preparedness and Resiliency
- > Goal Description: Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

Fund Codes:

- > ADVCON = Federal Advance Construction fund type code placeholder. Used when the expected federal fund type code is not initially available for the project . ODOT agrees to cover the project costs allowing the phase to continue. At a later date when the federal fund code is know, a fund type code conversion will occur replacing ADVCON with he specific federal fund code

Other

- > On NHS: Yes. I-205 is identified as part of the Eisenhower Interstate System
- > Does the project require modeling? Yes. See exemption status comments.
- > Is the project located in the Metro modeling network? Yes.
- > Metro Model: Motor Vehicle network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: July 12, 2021
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: July #3 2021 MTIP Formal Amendment & Resolution 21-5192 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD ODOT'S INTERSTATE 205 – ABERNETHY BRIDGE IMPROVEMENT SEGEMENT WHICH INCLUDES \$375 MILLION OF CONSTRUCTION PHASE FUNDING (JL21-14-JUL3)

BACKGROUND


What This Is:

The July #3 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5192, (I-205 Abernethy Bridge improvement segment) and being processed under MTIP Amendment JL21-14-JUL3 and applies only to ODOT.

What is the requested action?

JPACT approved Resolution 21-5192 on July 15, 2021 consisting of adding ODOT's I-205 Abernethy Bridge improvement project, officially titled as the "I-205 Improvements 1A - OR43 to OR213" project with \$375 million of construction funding and recommends approval by Metro Council.

Proposed July #3 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JL21-14-JUL3					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22467 New Project	TBD	ODOT	I-205 Improvements 1A - OR43 to OR213	Abernethy Bridge improvement segment to include bridge reconstruction/widening, lane widening, roundabout at I-205/OR43 IC construction, OR99 IC reconstruction, sound walls, stormwater improvements, and various paving, signage, and landscaping	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT's new I-205 Improvements 1A – OR43 to OR213, (also referred to as the Abernethy Bridge improvement segment) to the 2021-2024 MTIP.

<p>Project 1:</p>	<p>I-205 Improvements 1A - OR43 to OR213 (New Project)</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>22467</p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Project Description and Overview:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <p>General: ODOT's I-205 Improvements 1A - OR43 to OR213 project is one of several improvement packages/segments within the larger I-205 improvement project, "I-205: I-5 to OR213, Phase 1".</p> <p>The project was originally programmed in Key 19786. (Key 19786 also is commonly referred to as the I-205 3rd Lane project). Key 22467 represents a "child" project to the parent in Key 19786. Additional details are provided explaining this in the "What is Changing" section after the Amendment Action statement.</p> <p>Metro SFY 2022 UPWP Project: No</p> <p>Proposed improvements: The I-205: I-5 to OR213, Phase 1 project will provide multiple and significant improvements to I-205 and to the Abernethy Bridge. Major scope elements include the following:</p> <p>PHASE 1A: OR 43 TO OR 213</p> <p>DETAILS FOR CONTRACTORS</p> <p>The I-205 Improvements Project will improve our economy by providing Oregonians safer, more reliable access to work and critical services, even after an earthquake or other major disaster. We are constructing the project in phases, with the first phase between OR 43 and OR 213 kicking off in 2022.</p>  <p>The map shows 16 numbered construction sites along the I-205 corridor. Sites 1-7 are located between West Linn and Oregon City, and sites 8-16 are located between Oregon City and Washington St. The Willamette River is shown to the south of the corridor.</p> <ol style="list-style-type: none"> Construct final configuration of Willamette Falls Drive/OR 43 intersection. Construct final configuration of Willamette Falls Drive/Broadway intersection. End roadwork at West A Bridge. <i>Bridge work in Phase 1C.</i> Complete temporary mainline widening and temporary ramp alignment. Remove third southbound lane south of Abernethy Bridge. 		

6. Construct final configuration of OR 43 roundabout, northbound entrance and southbound exit ramp.
7. Construct final configuration of OR 43 southbound intersection.
8. Maintain existing two-lane configuration northbound with additional entrance to exit auxiliary lanes on the Abernethy Bridge
9. Carry three-lane configuration southbound with additional entrance to exit auxiliary lanes on the Abernethy Bridge.
10. Construct final configuration of OR 99E southbound and northbound ramp intersection, OR 99E entrance ramp and Clackamette Drive walls.
11. Construct Main Street wall.
12. Construct half of the configuration of northbound entrance ramp.
Final configuration dependent on Main Street Bridge work in Phase 1B.
13. Begin roadwork at Main Street Bridge (*Bridge work in Phase 1B*).
14. Construct sound wall.
15. Re-stripe southbound lanes from two lanes plus an auxiliary lane to three lanes between OR 213 entrance and OR 99E exit. Install rumble strips.
16. Sign bridge for new southbound traffic configuration.

- Source: New project.
Key 22467 is a child project (construction phase) to the parent in Key 19786 (PE and ROW phases). Key 22467 is considered a new project to the MTIP.
- Amendment Action: Add project
Under Key 22467, the construction phase is being added in federal fiscal year 2021 to the 2021-24 MTIP
- Funding:
When all segments/phase/packages that are part of the complete I-205: I-5 to OR213, phase 1 improvement project, the estimated total project cost is estimated at \$500 million. The construction phase for Key 22467, I-205 Improvements 1A - OR43 to OR213 (Abernethy Bridge and area improvements) totals \$375 million. Funding for the construction phase originates from Oregon HB3055. The legislation was passed on 6/26/2021.

81st OREGON LEGISLATIVE ASSEMBLY--2021 Regular Session

House Bill 3055Sponsored by JOINT COMMITTEE ON TRANSPORTATION (at the request of Representative Susan McLain,
Senator Lee Beyer)

HB3055 makes housekeeping changes to the statutes governing the Oregon Department of Transportation (ODOT) operations. In addition to the housekeeping changes, the measure changes the following:

- Changes tolling statutes to include language around managing demand and improving operations as part of the rationale for assessing tolls;
- Allows the dedicated \$30 million in State Highway Fund annual revenue for the I-5 Rose Quarter Project to also be used to pay for:
 - **The I-205 Improvements: Stafford Road to Oregon Route 213 Project;**
 - The I-5 Boone Bridge and Seismic Improvement Project
 - The implementation of the toll program established under ORS 383.150.
- **Increases ODOT's short-term borrowing authority from \$100 million to \$600 million and extends maximum maturity of short-term obligations from 3 to 5 years;**
- Renames the State Tollway Account the Toll Program Fund and establishes the fund as separate and distinct from the State Highway Fund; and
- Authorizes the State Treasurer, at the request of ODOT, to issue tollway project revenue bonds for the purpose of financing tollway projects.

Added note: The funding commitment to the I-205 project requires approval from the Oregon Transportation Commission (OTC). The OTC will consider the funding commitment during their July 15, 2021 meeting. The formal MTIP amendment is progressing concurrently with ODOT required approval stapes. However, the MTIP amendment's approval is contingent upon OTC's July 15, 2021 approval vote.

-
- FTA Conversion Code: N/A
 - Location, Limits and Mile Posts:
 - Location: On I-205 in and around the Abernethy Bridge across the Willamette River in West Linn and Oregon City
 - Cross Street Limits: Multiple
 - Overall Mile Post Limits: MP 8.50 to 11.05
 - Current Status Code: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
 - Air Conformity/Capacity Status:
The project is considered a "capacity enhancing" project from a roadway/motor vehicle improvement perspective and is not exempt

	<p>from air quality conformity analysis per 40 CFR 93.126. The project completed its required transportation and air quality modeling analysis as part of the 2018 RTP Update. The RTP project ID is 11969.</p> <ul style="list-style-type: none"> • <u>Regional Significance Status:</u> The project is regionally significant. The project is located on the Metro Motor Vehicle modeling network, contains federal funds, and includes capacity enhancing scope of work elements. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0942 ○ MTIP Amendment Number: JL21-14-JUL3 ○ OTC approval required: Yes. OTC approval of the \$375 million funding commitment to Key 22467 scheduled to occur on July 15, 2021. The MTIP amendment is progressing concurrently with required OTC actions and is contingent upon OTC approval. ○ Metro approval date: Tentatively scheduled for July 29th, 2021
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new project consisting with \$375 million of funding committed to the construction phase. Approval of the MTIP amendment is contingent upon OTC approval for the funding which is scheduled to occur during their July 15, 2021 meeting.</p> <p><i><u>Programming Background Summary</u></i></p> <p>Approximately 100,000 vehicles travel through the project area, which consists of the seven-mile stretch of I-205 between OR 213 and Stafford Road. It is the only section of I-205 with two travel lanes in each direction, creating a bottleneck that impacts the flow of traffic and freight throughout the region. The project area experiences the following issues:</p> <ul style="list-style-type: none"> • 6.75 hours of congestion per day, on average • A large volume of crashes – between 2014 and 2018, there were 896 crashes in the corridor • Approximately \$10.9 million per year from injuries, property damage, freight delays and fuel costs related to crashes <p>In addition to adding a third travel lane in each direction, the project will upgrade the Abernethy Bridge to make it seismically resilient. The Portland Metro Area is susceptible to significant infrastructure damage in the event of a large natural disaster and currently does not have a north-south lifeline route. Upgrading the Abernethy Bridge, and eight other bridges in the corridor, to be seismically resilient will provide this north-south lifeline route so that people and goods can safely travel through the region in the event of a disaster. This flow of people and goods will have regional impacts for the rest of the state and Washington.</p>

A mentioned earlier, Key 22467 (reflecting the construction phase for the I-205 Improvements 1A - OR43 to OR213 project), is a child project to the parent I-205: I-5 to OR213 improvement project in Key 19786. Delivery of the overall construction phase for the I-205 improvement project is divided into multiple segments. As the funding for the construction phase for these segments is obtained and committed, the segment is split-off as a child project and programmed accordingly.

Per the ODOT OTC Staff Report from April 6, 2018, the I-205 improvement is described as follows:

The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:

- Widen and seismically retrofit the George Abernethy Bridge near Oregon City.
- Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor.
- Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.
- Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas.

The I-205 Improvements 1A - OR43 to OR213 in Key 22467 addresses the required improvements that are part of the Abernethy Bridge segment. An overview of the full project is shown below.



MTIP and STIP programming began with Key 19786 in 2016 project development and then Preliminary Engineering (PE) activities were added in 2018 to the MTIP. The Right-of-Way (ROW) phase was added to the TIP and STIP in 2019 as shown below. A total of \$47,500,000 was programmed supporting project Development (Planning), PE, and ROW.

home	admin	RTP	RFFA	MTIP	FUND	search	
details	costs	programming	map	amendments	obligations	earmarks	comments
ODOT Key: 19786 MTIP ID: 70859 I-205: I-5 TO OR213, Phase 1 - Cycle 2018-21							
Project(s) in this cycle are not editable							
Current Programming							
phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2016		\$11,527,500	\$972,500	\$2,500,000	\$15,000,000	<input type="checkbox"/>
	2016	NHFP (Z460) 92.22%	\$11,527,500	\$972,500	\$0	\$12,500,000	
	2018	OTHER - LOCAL		\$0	\$2,500,000	\$2,500,000	
Preliminary engineering	2018		\$15,769,620	\$1,330,380	\$12,900,000	\$30,000,000	<input type="checkbox"/>
	2016	ACPO (92.22%)	\$15,769,620	\$1,330,380		\$17,100,000	
	2018	HB2001 (B4A0)		\$0	\$12,900,000	\$12,900,000	
Purchase right of way	2019			\$0	\$2,500,000	\$2,500,000	<input type="checkbox"/>
	2018	HB2001 (B4A0)		\$0	\$2,500,000	\$2,500,000	
Totals >>			\$27,297,120	\$2,302,880	\$17,900,000	\$47,500,000	

The first project components/segment ready to move forward into construction with committed funding was the Active Traffic Management improvement portion. The major scope elements for this segment were to install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. This child project was split-off the parent in Key 19786 and programmed in the MTIP and STIP in 2019 as a stand-alone project in Key 21400 with \$6,200,000 as shown below.

home	admin	RTP	RFFA	MTIP	FUND	search	
details	costs	programming	map	amendments	obligations	earmarks	comments
ODOT Key: 21400 MTIP ID: 71065 I-205: I-5 - OR213, Phase 3 - Cycle 2018-21							
Project(s) in this cycle are not editable							
Current Programming							
phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2019		\$0	\$0		\$0	<input type="checkbox"/>
Construction	2019		\$5,717,640	\$482,360		\$6,200,000	<input type="checkbox"/>
	2016	ACPO (92.22%)	\$5,717,640	\$482,360		\$6,200,000	
Totals >>			\$5,717,640	\$482,360	\$0	\$6,200,000	

Project Outreach Efforts

ODOT has involved the public with the project from the beginning through a series of public meetings, printed materials, social media, and online and in-person open houses. Since 2017, the project team has conducted/distributed:

- 28 community briefings with neighborhood groups in Oregon City, West Linn, and Clackamas County.
- Three online open houses:
 - November/December of 2017
 - June 2018
 - April 2021 (translated into Spanish)
- Two in-person open houses:
 - June 5, 2018 (West Linn)
 - June 6, 2018 (Oregon City)

- Four informational project newsletters to residents within ½-mile of the project area
 - October 2017
 - May 2018
 - January 2020
 - April 2021 (translated into Spanish, Russian, Vietnamese, Traditional Chinese, and Simplified Chinese)

Now on to Construction

With the passage of HB3055, ODOT now has the ability to move forward with the next major component, the I-205 Improvements 1A - OR43 to OR213, (or the Abernethy Bridge improvement segment). The \$375 million available through HB3055 is being programmed in FY 2021 in the Construction phase.

Metro		2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET			Formal Amendment ADD NEW PROJECT Add new I-205 Abernethy Bridge improvement project			
Lead Agency: ODOT	Project Type: Capital	ODOT Key: 22467						
Project Name: I-205 Improvements 1A - OR43 to OR213	ODOT Type: Modern	MTIP ID: NEW-TBD						
Project Status: 6 - Pre-construction activities (pre-bid, construction management oversight, etc.).	Performance Meas: Yes	Status: 6						
Short Description: Abernethy Bridge segment to include bridge reconstruction/widening, lane widening, roundabout at I-205/OR43 IC construction, OR99 IC reconstruction, sound walls, stormwater improvements, and various paving, signage, and landscaping	Capacity Enhancing: Yes	Comp Date: 9/30/2027						
Detailed Description: On I-205 from MP 8.50 to 11.05, complete the Abernethy Bridge improvement segment which includes constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The I-205 NB and OR 43 IC will be reconstructed and include a roundabout. The OR 99 IC will be reconstructed to accommodate the bridge widening. Additional scope elements include a sound walls in the vicinity of SB I-205 at Exit 9, stormwater mitigation, landscaping, paving, striping, signing and lighting improvements.	Conformity Exempt: No	RTP ID: 11969						
STIP Description: This segment of the project will seismically retrofit and widen the Abernethy Bridge by constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The interchange at I-205 NB and OR 43 will be reconstructed and include a roundabout. The interchange at OR 99 will be reconstructed to accommodate the bridge widening. The project includes a noise wall in the vicinity of SB I-205 at Exit 9. Stormwater, landscaping, paving, striping, signing and lighting are also included as part of this project.	On State Hwy Sys: I-205	RFFA ID: N/A						
Last Amendment of Modification: None. Initial MTIP programming	Mile Post Begin: 8.50	RFFA Cycle: N/A						
	Mile Post End: 11.05	UPWP: No						
	Length: 2.55	UPWP Cycle: N/A						
	Flex Transfer to FTA: No	Transfer Code: N/A						
	1st Year Program'd: 2021	Past Amend: 0						
	Years Active: 0	OTC Approval: Yes						
	STIP Amend #: 21-24-0942	MTIP Amend #: JL21-14-JUL3						
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
ADVCON	ACPO	2021				\$ 375,000,000		\$ 375,000,000
ADVCON is identified as 100% Federal at this time							Federal Totals:	\$ 375,000,000

Additional Details:

Abernethy Bridge Improvement Aspects

	<p>1: Widen each side and slide one direction</p> <p>2: Slide the other direction</p> <p>3: Construct the interior widening</p> <p>4: Restripe and remove existing piers</p> <p>Completed Abernethy Bridge Section View</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The estimated construction phase cost for key 22467, I-205 Improvements 1A - OR43 to OR213, is \$375 million.</p> <p>The total project cost for the entire I-205 improvement project including all segments is approximately \$500 million.</p>
<p>Added Notes:</p>	<p>Included attachments:</p> <ol style="list-style-type: none"> 1. I-205 Improvement Project Flyer 2. July 15, 2021 OTC Staff Report

Note: The Amendment Matrix located below is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

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 multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
 - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

JULY #3 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JULY 12, 2021

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the July #3 2021 Formal MTIP amendment (JL21-14-JUL3) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 28, 2021
• TPAC notification and approval recommendation.....	July 9, 2021
• OTC meeting and HB3055 funding approval.....	July 15, 2021
• JPACT approval and recommendation to Council.....	July 15, 2021
• Completion of public notification process.....	July 27, 2021
• Metro Council approval.....	July 29, 2021

Notes:

1. If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.
2. The formal amendment is progressing concurrently with ODOT approval actions which includes fiscal verification from OTC approval action on July15, 2021. If OTC does not approve the HB3055 funding commitment for the I-205 Improvements 1A - OR43 to OR213 project, then Formal Amendment JL21-14JUL3 will be re-evaluated to determine if fiscal constraint is still possible.

USDOT Approval Steps (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	August 5, 2021
• Submission of the final amendment package to USDOT.....	August 5, 2021
• ODOT clarification and approval.....	Mid to late August 2021
• USDOT clarification and final amendment approval.....	Mid to late August 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**

JULY #3 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JULY 12, 2021

- a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
 4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT approved Resolution 21-5192 on July 15, 2021 consisting of adding ODOT's I-205 Abernethy Bridge improvement project, officially titled as the "I-205 Improvements 1A - OR43 to OR213" project with \$375 million of construction funding and recommends approval by Metro Council.

2 Attachments:

1. I-205 Improvement Project Flyer
2. ODOT July 15, 2021 OTC Staff Report

I-205 IMPROVEMENTS

Stafford Road to OR 213



JUNE 2021

WWW.I205CORRIDOR.ORG

PHASE 1A: OR 43 TO OR 213

DETAILS FOR CONTRACTORS

The I-205 Improvements Project will improve our economy by providing Oregonians safer, more reliable access to work and critical services, even after an earthquake or other major disaster. We are constructing the project in phases, with the first phase between OR 43 and OR 213 kicking off in 2022.



IMPROVEMENTS INCLUDED IN PHASE 1A

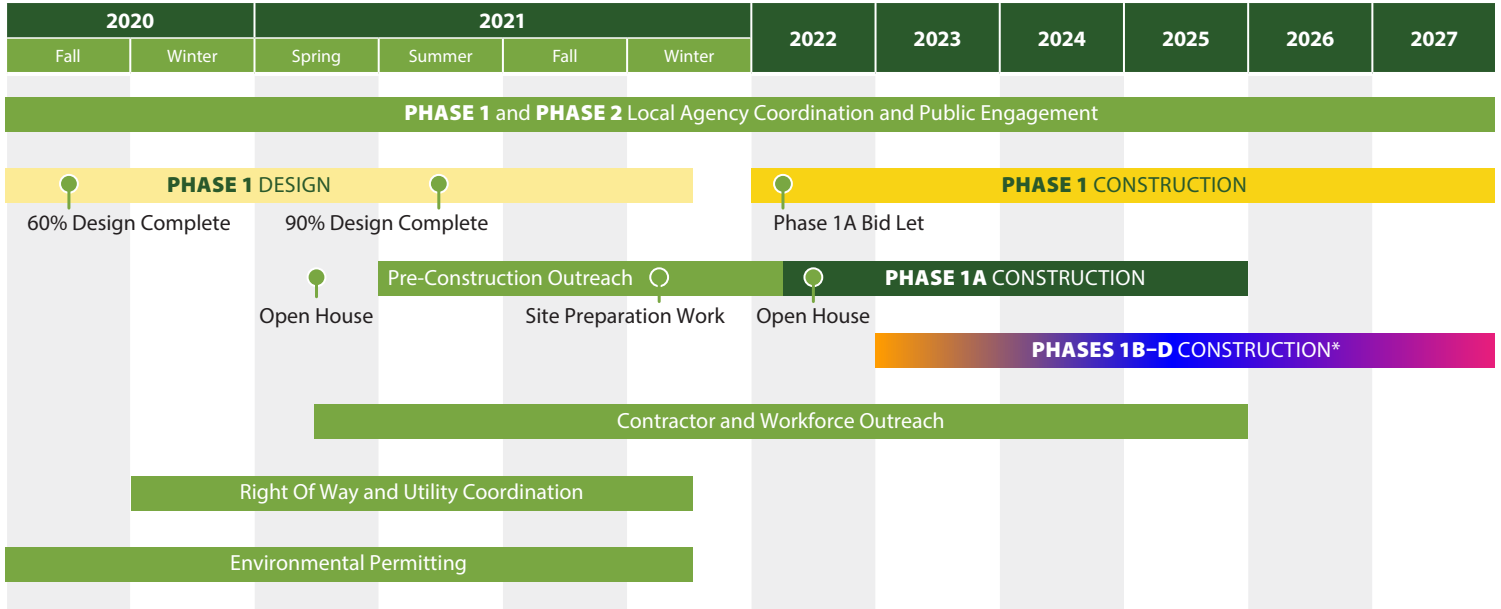
- | | |
|---|--|
| <p>1 Construct final configuration of Willamette Falls Drive/OR 43 intersection.</p> <p>3 End roadwork at West A Bridge. <i>Bridge work in Phase 1C.</i></p> <p>5 Remove third southbound lane south of Abernethy Bridge.</p> <p>7 Construct final configuration of OR 43 southbound intersection.</p> <p>9 Carry three-lane configuration southbound with additional entrance to exit auxiliary lanes on the Abernethy Bridge.</p> <p>11 Construct Main Street wall.</p> <p>13 Begin roadwork at Main Street Bridge. <i>Bridge work in Phase 1B.</i></p> <p>15 Re-stripe southbound lanes from two lanes plus an auxiliary lane to three lanes between OR 213 entrance and OR 99E exit. Install rumble strips.</p> | <p>2 Construct final configuration of Willamette Falls Drive/Broadway intersection.</p> <p>4 Temporary mainline widening and temporary ramp alignment.</p> <p>6 Construct final configuration of OR 43 roundabout, northbound entrance and southbound exit ramp.</p> <p>8 Maintain existing two-lane configuration northbound with additional entrance to exit auxiliary lanes on the Abernethy Bridge.</p> <p>10 Construct final configuration of OR 99E southbound and northbound ramp intersection, OR 99E entrance ramp and Clackamette Drive walls.</p> <p>12 Construct half of the configuration of northbound entrance ramp. <i>Final configuration dependent on Main Street Bridge work in Phase 1B.</i></p> <p>14 Construct sound wall. <i>There is no southbound roadway widening in Phase 1A.</i></p> <p>16 Sign bridge for new southbound traffic configuration.</p> |
|---|--|

I-205 IMPROVEMENTS

Stafford Road to OR 213



SCHEDULE



*Scheduling of Phases 1B, 1C and 1D is currently tentative and will be refined fall 2021.

FOR MORE INFORMATION

Workforce and Business Opportunities: www.I205Corridor.org

For other DBE information, visit:

www.oregon.gov/ODOT/Business/OCR/Pages/Disadvantaged-Business-Enterprise.aspx

Interested contractors can contact Allen Hendy, ODOT Project Manager, with questions or for more information:

Allen.HENDY@odot.state.or.us | 971-235-3861

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Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

DATE: June XX, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda/Consent XX – Amend 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding and add a construction phase to the I-205 Improvements project.

Requested Action:

Amend the 2021 – 2024 Statewide Transportation Improvement Program (STIP) to increase funding for Preliminary Engineering (PE) funds for the I-205 Improvements project from \$32.2 million to \$50.7 million. The PE funds will increase by \$18.5 million and will be funded by the financial tools provided in House Bill 3055.

Establish the Construction (CN) funding for Phase 1A of the project. Amend the 2021 – 2024 STIP to program \$375 million in Construction funding for Phase 1A. The CN funds will be funded by the financial tools provided in House Bill 3055.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
I-205: I-5 - OR213, Preliminary Engineering (PE)	\$32,200,000	\$50,700,000
I-205: I-5 - OR213, Phase 1A Construction (HB 3055)	\$0	\$375,000,000
TOTAL	\$32,200,000	\$425,700,000

Project to increase funding:

I-205: I-5 - OR213 (KN 19786)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	2016	\$12,452,305	\$12,452,305
Preliminary Engineering	2018	\$32,200,000	\$50,700,000
Right of Way	2019	\$2,460,000	\$2,460,000
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
TOTAL		\$47,112,305	\$65,612,305

Oregon Transportation Commission

(date letter to be signed)

Page 2

Project to add:

I-205: I-5 - OR213, Phase 1A Construction (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2022	\$0	\$375,000,000
TOTAL		\$0	\$375,000,000

Background:

Project Overview

The I-205 Improvements Project improves the congested seven-mile section of Interstate 205 between OR213 and Stafford Rd. by widening and seismically retrofitting the Abernethy Bridge, adding the missing third general purpose lane (northbound and southbound), and creating safer options to enter and exit the corridor with an auxiliary lane from OR43 to OR213, and combining the OR 43 ramps. Once the project is complete, congestion will be reduced from 6.75 hours a day to 2, the Abernethy Bridge will be the first earthquake-ready state crossing of the Willamette River and eight other bridges will be rebuilt or seismically retrofitted.

The National Environmental Policy Act (NEPA) process was completed in December 2018 with a Documented Categorical Exclusion. As preliminary design progressed, three phases of construction were planned. Phase 1 constructs OR213 to 10th St. and reached 90% design in May 2021, Phase 2 completes 10th St. to Stafford Rd. and is currently at 60% design. Phase 3 was successfully completed on time and budget with the installation of Real Time traffic management signs in late 2020.

Multiple construction contracts will be let to deliver Phase 1, starting with Phase 1A. This phase will go to bid in December 2021, with construction beginning during the allowable in-water work window in summer 2022. Phase 1A includes Abernethy Bridge widening and seismic strengthening, highway construction, OR43 roundabout construction and ramp improvements, OR 99E interchange improvements, stormwater treatment, retaining walls, signing, striping, sign structures, illumination, and construction of a sound wall at Exit 9. Construction of Phase 1A is expected to end in 2026, after 4 in-water work cycles.

Phase 1A will be delivered with an alternative procurement method that scores technical qualifications, approach and cost. The Price-Plus-Multi-Parameter procurement is being used due to the highly complex and technical requirements associated with widening the Abernethy Bridge. In Price-Plus-Multi-Parameter, price is weighted at 40 percent and the technical approach and qualifications make up

Oregon Transportation Commission

(date letter to be signed)

Page 3

the remaining 60 percent. Technical experience will be sought to match the complexities associated with the project including bridge construction/widening; drilled shafts; marine access; temporary traffic control and traffic maintenance; and permit compliance. ODOT is working with FHWA to supplement the Diversity Program goals that will be included in the contract for Disadvantaged Business Enterprises (DBEs), on the job training and Tribal Employment Rights Ordinance (TERO) program.

The addition of \$18.5 million would cover the remaining preliminary engineering costs for Phase 1 and Phase 2. Detailed planning will happen in summer/fall 2021 to determine construction sequencing, contract specifications, traffic management plans and cost estimates, and risk management tools for the Phase 1 contract bundles. This funding will support ongoing project development to fully develop the bid packages for the remaining portions of Phase 1 with the plan to complete construction in 2026.

Financial Plan

The Oregon State Legislature has identified toll revenue as the primary source of funding for this project and directed ODOT to develop a toll program for the I-5 and I-205 corridors. The process to implement a toll program is lengthy and it will take several years before any revenues are available to finance the project. Tolling is currently being evaluated under the National Environmental Policy Act (NEPA) process. The earliest tolling could be implemented is 2024 and toll revenue will not be available until that time.

The I-205 project will be constructed in phases; Phase 1A of the I-205 OR213 to Stafford Road project would seismically retrofit and expand the Abernethy Bridge over the Willamette River. Construction of Phase 1A of the project is expected to begin in FFY 2022, and is estimated to cost an additional \$372 million beyond what is already programmed in the STIP. Consequently a source of construction financing is needed to begin construction prior to a tolling decision. In the 2021 Legislative Session, legislation provides this financing through a combination of bonding and short-term borrowing. The legislation, HB 3055, will increase ODOT's short-term borrowing cap to \$600 million and allow for five year maturities. The bill will also allow the \$30 million authorized in HB 2017 (2017 Session), which begins in January 2022 and is currently set aside for the I-5 Rose Quarter project, to be shared between the Rose Quarter and the I-205 OR213 to Stafford Road and Toll Program development projects. Both of these changes provide a means to interim fund Phase 1A of the I-205 OR213 to Stafford Road project before toll revenue becomes available.

Attachments:

- Attachment 1 – PowerPoint
- Maps – Location and Vicinity