
Wednesday, May 18, 2022

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/83504427403?pwd=1VI73smhxoCE8MvAzkp08DIRLFr6Al.1>

Telephone option: 1 (346) 248-7799

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT ([JPACT Materials](#))

- I-205 Improvements Project MTIP Amendment
Presenting: Mandy Putney, Strategic Initiatives Director ODOT-UMO
- Regional Flexible Funds Allocation (RFFA) Update
- Regional Transportation Plan Engagement Opportunities
- TPAC Update

8:20 a.m. MPAC

- MPAC Debrief

9:00 a.m. Regional

- Interstate Bridge Preferred Alternative
Presenting: Ray Mabey, IBR Assistant Program Administrator

Attachments:	MPAC and JPACT Work Program	Page 02
	MTIP Amendment Materials (from TPAC Packet)	Page 07
	TPAC Update Memo	Page 37
	RFFA Proposals and Next Steps	Page 39

2022 JPACT Work Program

As of 4/12/2022

Items in italics are tentative

<p><u>March 17, 2022</u></p> <ul style="list-style-type: none"> • Resolution No. 22-5251, For the Purpose of Amending Existing or Adding to the FOR THE PURPOSE OF 2021-26 Metropolitan Improvement Program (MTIP) Nine Projects in Support of Completing Various Federal Delivery Requirements (MA22-09-MAR) (consent) • Ordinance No. 21-1467, For the Purpose of Amending the 2018 Regional Transportation Plan to Include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project (Kim Ellis, Metro; 20 min) • Resolution No. 22-5234, For the Purpose of Amending the 2021-2026 Metropolitan Improvement Program (MTIP) to Add the Preliminary Engineering Phase for ODOT's I-205 Tolling Project Allowing NEPA and Design Activities to Begin (JA22-06-JAN1) (Ted Leybold, Metro; 20 min) • <i>2021 Compliance Report (in packet & notes from the chair)</i> 	<p><u>April 21, 2022</u></p> <ul style="list-style-type: none"> • Resolution No. 22-5256 for the purpose of adding to the 2021-26 metropolitan transportation improvement program (MTIP) two projects, consisting of an ODOT grant supporting the metro regional travel options program, and the PE phase for the Multnomah county earthquake ready Burnside bridge project enabling federal reviews and fund obligations to then occur (AP22-10-APR) (consent) • Resolution No. 22-5255 For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 Regional Transportation Plan Update (Kim Ellis (she/her), Metro; 30 min) (action) • RFFA IIJA Additional Allocation (Ted Leybold, Metro; 20 min) (action) • TV Highway Corridor Project Update (Eryn Kehe, Metro (20 min) • 2022-23 UPWP-Review and discussion of draft UPWP and TPAC recommendation (John Mermin, Metro; 20 min)
<p><u>May 19, 2022</u></p> <ul style="list-style-type: none"> • MTIP Program Update – Grace Cho • 2022-2023 UPWP- Action to Adopt (John Mermin, Metro; 15 min) • IBR update and potentially a draft of the LPA – ODOT/Elizabeth • RFFA – summarize call for projects, present draft project outcomes evaluation report (Dan Kaempff, Metro) • RTP - Goals, Objectives and Targets for the 2023 RTP (Kim Ellis and Eliot Rose, Metro) • Regional Mobility Policy Update Discussion - Case Study Findings and Potential Options for 	<p><u>June 16, 2022</u></p> <ul style="list-style-type: none"> • TV Highway Corridor Project – (Eryn • IBR – (place holder if needed) LPA - ODOT/Elizabeth • Better Bus Program (Matt Bihn, Metro) • RTP - Emerging Transportation Trends Study Recommendations for 2023 RTP (Eliot Rose, Metro; 30 min) • RTP - Congestion Pricing Policy for 2023 RTP (Alex Oreschak and Kim Ellis, Metro) <p><i>Possible JPACT Workshop on RTP: Climate Smart Strategy</i></p>

<ul style="list-style-type: none"> Updating Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) RTP - Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe, Metro) RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro) RTP - Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro) RTP - Regional Mobility Policy for 2023 RTP (Kim Ellis and ODOT staff; 30 min) Freight Commodity Study (Tim Collins, Metro) <p><i>Possible JPACT Workshop on RTP: Goals, Objectives and Targets</i></p> <p><i>Possible JPACT Workshop on RTP: Urban Arterials Strategy</i></p>	
<p><u>July 21, 2022</u></p> <ul style="list-style-type: none"> RFFA - Present public comment report, initial draft proposal for funding allocations (Dan Kaempff, Metro) Regional Mobility Policy Update Discussion - Recommended Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) RTP - Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro) <p><i>Possible JPACT Workshop: Transit Planning (Future of Transit in the Region).</i></p>	<p><u>August 18, 2022</u></p> <ul style="list-style-type: none"> RFFA - Present refined draft proposal, discussion of coordinating committee priorities (Dan Kaempff, Metro) 82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland RTP - Revenue Forecast for 2023 RTP (Ted Leybold, Metro) RTP - Equitable Finance 2023 RTP (Lake McTighe, Metro) <p><i>Possible JPACT Workshop on RTP: Equitable Financing</i></p>
<p><u>September 15, 2022</u></p> <ul style="list-style-type: none"> RFFA - ACTION on TPAC recommended project list (Dan Kaempff, Metro) 	<p><u>October 20, 2022</u></p> <ul style="list-style-type: none"> RTP - Call for Projects for 2023 RTP (Kim Ellis, Metro)

<ul style="list-style-type: none"> • Revenue Forecast and Financial Targets for 2023 RTP Call for Projects (Ted Leybold, Metro) • RTP Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose, Metro) 	<ul style="list-style-type: none"> • Sunrise Community Vision Project – <i>Tentative (Clackamas County)</i>
<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 15, 2022</u></p> <ul style="list-style-type: none"> • RTP – Update on Call for Projects for 2023 RTP (Kim Ellis, Metro)

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council. Some topics may be discussed through special JPACT workshops, outside of regular JPACT meetings.

2022 MPAC Work Program

As of 4/13/2022

Items in italics are tentative

<p><u>March 30, 2022</u></p> <ul style="list-style-type: none"> • Ordinance No. 21-1467, For the Purpose of Amending the 2018 Regional Transportation Plan to Include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project (Kim Ellis, Metro; 30 min) • WPES Budget Development & Fee Setting Update (Roy Brower & Holly Stirnkorb, Metro; 15 min) • Factors of Homelessness: Landscape of Homeless Services (Mayor Joe Buck, Patricia Rojas & Jes Larson; 30 min) • <i>2021 Compliance Report (in packet & notes from the chair)</i> 	<p><u>April 27, 2022</u></p> <ul style="list-style-type: none"> • MPAC Consideration of MTAC Nominees (consent) • Climate Friendly Equitable Communities Rule Making Update (Margi Bradway, Metro; Kirstin Greene, DLCD; 25 min) • Garbage and Recycling System Facilities Plan & Ridwell Update (Pam Peck, Metro; 30 min) • 2023 Regional Transportation Plan Work Plan and Engagement Plan – Recommendation to Metro Council (Kim Ellis, Metro; 20 min) <p><i>Q1 – Q2 SHS reports included in packet</i></p>
<p><u>May 25, 2022</u></p> <ul style="list-style-type: none"> • <i>Addressing Barriers to shelter siting / Working towards winter 2022-2023; 45 min)</i> • <i>Q&A with shelter providers</i> • <i>Regional Mobility Policy Update – Discuss Case Study Findings and Recommendations for Updating Policy (Kim Ellis, Metro and Glen Bolen, ODOT; 30 min)</i> • RTP - Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak and Kim Ellis, Metro) • <i>RTP - Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe, Metro)</i> • <i>RTP - Regional Mobility Policy for 2023 RTP (Kim Ellis and ODOT staff; 30 min)</i> 	<p><u>June 22, 2022</u></p> <ul style="list-style-type: none"> • <i>TOD Program Strategic and Work Plan Update (Andrea Pastor, Metro)</i> • <i>RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro)</i> • <i>RTP - Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro)</i> • <i>RTP - Congestion Pricing Policy for 2023 RTP (Alex Oreschak and Kim Ellis, Metro)</i> • <i>RTP - Emerging Transportation Trends Study Recommendations for 2023 RTP (Eliot Rose, Metro; 30 min)</i> • <i>Parks and Nature Bond and Levy Update (Beth Cohen; 30 min)</i>

<ul style="list-style-type: none"> • Tigard Mid-cycle UGB Expansion update (Elissa Gertler, Metro Ted Reid, Metro Tigard staff (TBD); 30 min) 	
<p><u>July 27, 2022</u></p> <ul style="list-style-type: none"> • Quarterly SHS Check In – Q3 • <i>Homeless Prevention: Understanding factors that lead to someone losing housing and what can done to prevent that from happening</i> • <i>RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro)</i> • <i>RTP - Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro)</i> 	<p><u>August 24, 2022- CANCELLED</u></p>
<p><u>September, 28, 2022</u></p> <ul style="list-style-type: none"> • <i>Revisiting shelter siting: Members share opportunities for siting shelter in their jurisdictions</i> • <i>RTP - Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose, Metro)</i> • <i>RTP - Revenue Forecast and Call for Projects for 2023 RTP (Kim Ellis, Metro)</i> 	<p><u>October 26, 2022</u></p> <ul style="list-style-type: none"> • <i>Discussion on one-time State funding for addressing homelessness</i> • <i>Shelter siting update: members report out on potential shelter sites</i>
<p><u>November 09, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Regional Cooperation</i> • <i>RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro)</i> • <i>Freight Commodity Study (Tim Collins, Metro)</i> 	<p><u>December 14, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Summary/Memo/ Lessons Learned</i>

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCREASE THE CONSTRUCTION PHASE FOR THE I-205, I-5 to OR 213, PHASE IA PROJECT ALLOWING THE CONSTRUCTION PHASE TO MOVE FORWARD AND BE IMPLEMENTED (MY22-11-MAY1)) RESOLUTION NO. 22-5265
)
) Introduced by: Chief Operating Officer
) Marissa Madrigal in concurrence with
) Council President Lynn Peterson
)
)
)

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 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, ODOT's I-205 I-5 to OR 213, Phase IA Project, also referred to as the I-205 Abernethy Bridge segment will reconstruct and widening I-205/Abernethy Bridge, include lane widening, a roundabout at I-205/OR43 interchange construction, reconstruct the OR99 interchange, include sound walls, stormwater improvements, and various paving, signage, and landscaping; and

WHEREAS, construction phase bids were submitted much higher than expected resulting in a revised construction phase cost and a funding shortfall; and

WHEREAS, the revised construction phase cost estimate has increased from \$359,200,000 to \$495,000,000; and

WHEREAS, ODOT will utilize added bonding capacity under HB3055 to initially cover the funding increase; and

WHEREAS, the ODOT Region 1 Unit Mobility Office requires approval from the Oregon Transportation Commission (OTC) for the added funding for the project; and

WHEREAS, a formal/full MTIP amendment is required to address the funding increase which includes proof of funding validation, plus fiscal constraint verification, and is contingent upon OTC approval for the added funds for the project; and

WHEREAS, Metro also will complete a special amendment performance evaluation as the project exceeds \$100 million, is capacity enhancing, and is regionally significant; and

WHEREAS, the project scope and limits remain unchanged as a result of the cost increase; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan to ensure the projects remain consistent with the goals and strategies identified in the Regional Transportation Plan; and

WHEREAS, Regional Transportation Plan consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of this 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 May 6, 2022; and

WHEREAS, OTC approved ODOT's revised funding approach to secure the additional funds for the project on May 12, 2022; and

WHEREAS, JPACT approved Resolution 22-5265 consisting of the I-205 I-5 to OR 213, Phase IA Project cost increase Formal MTIP Amendment on May 21, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on June 9, 2022 through Resolution 22-5265 to formally amend the 2021-26 MTIP to complete the cost increase for the I-205 I-5 to OR 213, Phase IA Project.

ADOPTED by the Metro Council this ____ day of _____ 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 22-5265



Proposed May 2022 Formal Amendment Bundle
 Key 22467, I-205: I-5 - OR 213, Phase 1A Project Amendment
 Amendment Type: **Formal/Full**
 Amendment #: **MY22-11-MAY1**
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 ODOT Key 22467 MTIP ID 71251	ODOT	I-205: I-5 - OR 213, Phase 1A Project Amendment	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	<u>COST INCREASE:</u> Add \$135,800,000 to the constructon phase based on updated submitted construction phase bids to cover the phase funding shortfall.



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

Formal/Full Amendment
COST INCREASE
 Add \$135,800,000 to Construction

Lead Agency: ODOT		Project Type:	Capital	ODOT Key:	22467
Project Name: I-205: I-5 - OR 213, Phase 1A	1	ODOT Type	Modern	MTIP ID:	71251
		Performance Meas:	Yes	Status:	6
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).		Capacity Enhancing:	Yes	Comp Date:	1/31/2026
		Conformity Exempt:	No	RTP ID:	11969
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		On State Hwy Sys:	I-205	RFFA ID:	N/A
		Mile Post Begin:	8.30	RFFA Cycle:	N/A
		Mile Post End:	11.09	UPWP:	No
		Length:	2.79	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	3
		Years Active:	1	OTC Approval:	Yes
STIP Amend #: 21-24-2042			MTIP #: MY22-11-MAY1		

Detailed Description: On I-205 from MP 8.30 to 11.09, 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.

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.

Last Amendment of Modification: Administrative - October 2021 - AM22-02-OCT2- Minor correction to the project name.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
ADVCON	ACP0	2022				\$ 359,200,000		\$ -
ADVCON	ACP0	2022				\$ 379,942,669		\$ 379,942,669
NHFP	Z46E	2022				\$ 1,000,000		\$ 1,000,000
								\$ -
								\$ -
Notes: ADVCON = Advance Construction programmatic fund type code							Federal Totals:	\$ 380,942,669
Federal Fund Obligations \$:							\$ -	Federal Aid ID
EA Number:							C0031501	S064(063)
Initial Obligation Date:							11/3/2021	
EA End Date:							6/30/2023	
Known Expenditures:							N/A	
State Funds								
State	S010	2022					\$ 350,000	\$ -
HB3055	S090	2022					\$ 350,000	\$ 350,000
State (AC)	Match	2022				\$ 94,985,667		\$ 94,985,667
State (NHFP)	Match	2022				\$ 250,000		\$ 250,000
								\$ -
							State Total:	\$ 95,585,667
Local Funds								
Other	OTH0	2022				\$ 18,821,664		\$ 18,821,664
								\$ -
							Local Total	\$ 18,821,664
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ 359,200,000	\$ 350,000	\$ 359,550,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ 495,000,000	\$ 350,000	\$ 495,350,000
							Year Of Expenditure (YOE):	\$ 495,350,000
Net Phase Funding Change:			\$ -	\$ -	\$ -	\$ 135,800,000	\$ -	\$ 135,800,000
Phase Percent Change:			0.0%	0.0%	0.0%	37.8%	0.0%	37.8%

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.
- > What are we changing? \$135,800,000 of new funds from ODOT are being added to the project to support the revised construction phase cost estimate. The cost increase results from construction phase bids received for the project which were much greater than expected.

Amendment Summary:

The formal amendment increases the construction from \$359,200,000 to \$495,000,000 due to receipt of higher than expected construction phase bids. The cost increase represent a 39.8% increase to the project. Four complete bids (technical and cost submissions) were received and scored. All of the bids were over \$490 million and three of the four were within 4% of the selected bid. Based on the Multi-Parameter scoring criteria Kiewit Infrastructure West Co was selected as the apparent best value contractor, with a bid of \$512 million. The most significant reason for higher than expected bids is current market conditions including, supply chain uncertainty, steel and concrete material costs, and market volatility and risk. OTC approval is required to secure the additional funding for the project. OTC action appears is planned for their May meeting (scheduled for Thursday, May 12, 2022 in Salem). It is possible OTC may convene a special meeting for this item as well. Either way, a copy of the OTC staff item will be included as the proof-of-funding validation and fiscal constraint demonstration for the added funding.

- > Will Performance Measurements Apply: Yes, safety, bridge, and pavement

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.
- > Regional Significant Project: Yes - (Federal funds, + bridge + capacity enhancing + modeled project + located on primary network)
- > UPWP amendment: No
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
- > Proof of Funding Verification: No. The amendment is moving concurrently with OTC action. Draft and final OTC items are expected soon from ODOT.
- > Scope changes included: No. The cost increase does not result from a change in scope.
- > Limit changes included: No. The cost change does not change the project limits.
- > Formal/full amendment requirement under Matrix: Cost changes for \$5 million and greater projects which exceed a 20% increase threshold. The cost increase for this project is 39.8%
- > Add Special Performance Evaluation assessment required to be completed: Under review
- > Exempt or Capacity Project: Capacity enhancing project. The project is not exempt from air quality and transportation demand management analysis (modeling)
- > Exemption reference: N/A

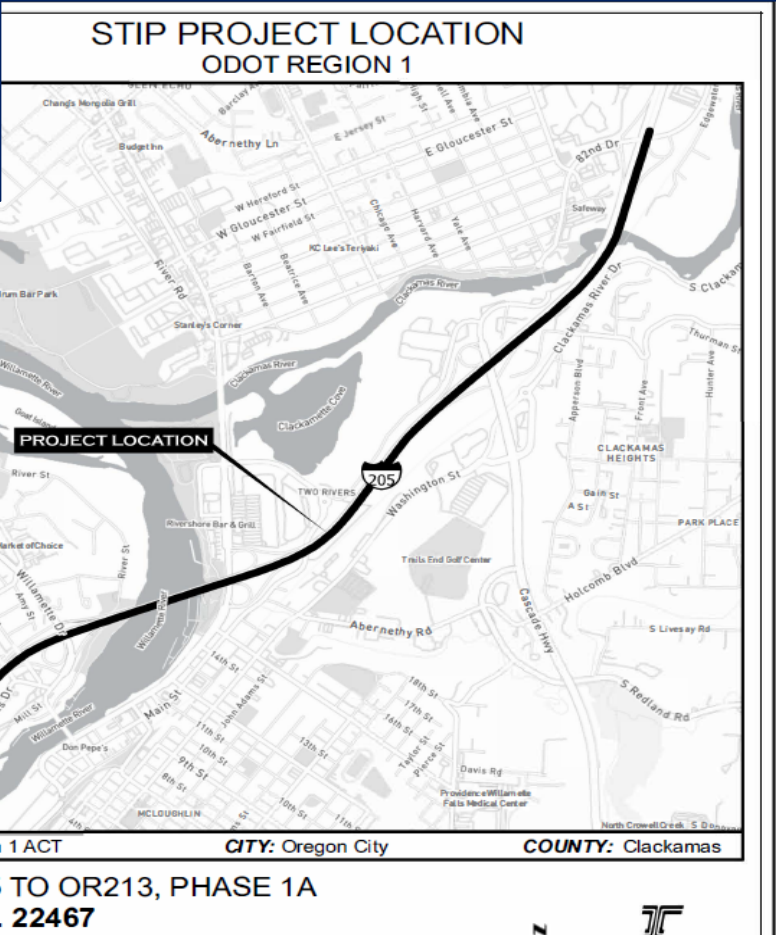
Fund Codes:

- > ADVCON = A Federal fund code placeholder used until the actual federal fund code is known and committed to the project.
- > NHFP = Federal National Highway Freight Program funds. These funds are apportioned to the state DOT to support eligible freight/goods movement type improvements
- > HB3055 = State funds that originate from Oregon House Bill HB3055.
- > State = General state funds provided by the lead agency as part of the required match to federal funds
- > Other = General local funds committed to the project above the required federal match. Often referred to local overmatching funds.

Other

- > On NHS: Yes. I-205 is identified as a component on the Eisenhower Interstate System
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: The project limits are identified as a "Throughways" in the Motor Vehicle modeling network
- > TCM project: No
- > Located on the CMP: Yes

Fund Codes													
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount		
CN	ACPO	ADVANCE CONSTRUCT PR		95.95%	474,928,335.93	80.00%	379,942,668.74	20.00%	94,985,667.19	0.00%	0.00		
	OTH0	OTHER THAN STATE OR		3.80%	18,821,664.07	0.00%	0.00	0.00%	0.00	100.00%	18,821,664.07		
	Z46E	National highway freight program FAST ext	Y	0.25%	1,250,000.00	80.00%	1,000,000.00	20.00%	250,000.00	0.00%	0.00		
	CN Totals				100.00%	495,000,000.00		380,942,668.74		95,235,667.19		18,821,664.07	
OT	S090	HB3055 Funding Package		100.00%	350,000.00	0.00%	0.00	100.00%	350,000.00	0.00%	0.00		
	OT Totals				100.00%	350,000.00		0.00		350,000.00		0.00	
Grand Totals							495,350,000.00		380,942,668.74		95,585,667.19		18,821,664.07



Abernethy Other Bridge Improvements

Improvements will strengthen the Abernethy Bridge to withstand a major earthquake and help improve congestion by adding a third travel lane. Once complete, the bridge will be the first earthquake-ready interstate structure across the Willamette River and will have three travel lanes in each direction plus one auxiliary lane for people entering and exiting I-205.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 26, 2022
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May #1 2022 MTIP Formal Amendment & Resolution 22-5265 Notification and Approval Request
I-205: I-5 - OR 213, Phase 1A Project Amendment (Abernethy Bridge segment)

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCREASE THE CONSTRUCTION PHASE FOR THE I-205, I-5 to OR 213, PHASE 1A PROJECT ALLOWING THE CONSTRUCTION PHASE TO MOVE FORWARD AND BE IMPLEMENTED (MY22-11-MAY1)

BACKGROUND

What This Is:

The May #1 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains two projects Both projects are being submitted and processed for final Metro approval under separate resolutions. The first project under MTIP Amendment MY22-11-MAY1 is contained in Resolution 22-5265. The project is the I-205: I-5 - OR 213, Phase 1A Project (Abernethy Bridge improvement segment).

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5265 consisting of the I-205, I-5 - OR 213, Phase 1A project which requires a cost increase to the construction phase which will enable the construction phase to then move forward.

Proposed May1 2022 Formal Amendment Amendment Type: Formal/Full Amendment #: MY22-11-MAY1 Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22467	71251	ODOT	I-205: I-5 - OR 213, Phase 1A	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	COST INCREASE: Add \$135,800,000 to the construction phase based on updated submitted construction phase bids to cover the phase funding shortfall.

AMENDMENT SUMMARY:

The May #1 2022 Formal MTIP Amendment bundle involves adding \$135.8 million to the construction phase for the I-205, I-5 - OR 213, Phase 1A project (Abernethy Bridge improvement segment). The added funding increases the project's construction phase cost from \$359.2 million to \$495 million and represents a 39.8% cost increase to the project. The cost increase results from higher than expected submitted construction phase bids for the project. Oregon Transportation Commission (OTC) approval is required for commit the additional funding. The MTIP amendment is being processed concurrently with pending OTC action. OTC action is scheduled for May 12, 2022. Final Metro approval of the MTIP amendment is conditioned by OTC approval that must occur first to satisfy the proof-of-funding verification and fiscal constraint validation.

A more detailed overview of both projects follows the acronym list

Below is a summary list of transportation acronyms used in the report:

- I-205 = Interstate 205
- ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- Cons or CN = Construction phase
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FMIS = FHWA's Financial Management Information System
- HB3055 = State funds from Oregon approved HB3055
- MP = Mile Post limit markers on the State Highway system
- NHFP = Federal National Highway Freight Program funds
- ODOT = Oregon Department of Transportation
- OTC = Oregon Transportation Commission
- PE = Preliminary Engineering
- ROW/RW = Right of Way phase
- SFY = State Fiscal Year (July 1 through June 30 of each calendar year)
- State = General state funds used as the match requirement for federal funds committed to a project. Also may be committed as stand-alone funding (state only funds) for a project.

A detailed overview of each project amendment in the bundle begins on the next page.

Project 1		I-205: I-5 - OR 213, Phase 1A	
Lead Agency:	Metro		
ODOT Key Number:	22467	MTIP ID Number:	71251
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds \$135.8 million to the construction phase enabling construction to now move forward • <u>Metro UPWP Project:</u> No This a large capital, capacity enhancing project being implemented • <u>Proposed improvements:</u> Key 22476 is also referred to as the Abernethy Bridge segment and will 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>Source:</u> Existing project • <u>Amendment Action:</u> The amendment: <ul style="list-style-type: none"> ○ Adds the \$135.8 million to the construction phase to address the funding shortfall from the higher bids ○ Updates one of the programmatic fund type codes to reflect the NHFP federal contribution to the project. ○ Updates the "Other" phase funding source from HB3055 ○ Increases the revised total cost to be \$495,350,350 • <u>Additional Amendment Evaluation Required:</u> Yes. Upon additional review, a special amendment evaluation update was deemed required. • <u>Funding:</u> The current funding for the project primarily relies on the federal Advance Construction fund code for programming purposes. A portion of the project funding be sourced from available National Highway Freight (NHFP) federal funds. Adding bonding capacity from HB3055 is anticipated will later replace the Advance Construction fund code. • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. The federal funds will not be flex transferred to FTA. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: I-205 ○ Cross Street Limits: About a mile + before and after the Abernethy Bridge on I-205 ○ Overall Mile Post Limits: MP 8.30 to MP 11.09 (approximately 2.79 miles total) 		



- **Current Status Code:** 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
- **Air Conformity/Capacity Status:**
Key 22467 is a capacity enhancing improvement project. It is not exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2. Both actions were completed as part of the 2018 Regional Transportation Plan Update.
- **Regional Significance Status:** The project is considered a regionally significant as it contains federal funds, involves major system bridge crossing, is capacity enhancing, and addresses a key Metro goal of safety
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-2042
 - MTIP Amendment Number: MY22-11-MAY1
 - OTC approval required: Yes. Scheduled for May 12, 2022
 - Metro approval date: Not specified yet. However, Metro's approval is contingent upon OTC approval for the added funds.

What is changing?

AMENDMENT ACTION: COST INCREASE:

Key 22467 received higher than expected construction bids creating the construction phase shortfall phase funding shortfall.

Per ODOT's 4/12/2022 correspondence concerning the amendment:

Explanation of Cost Increase

Four complete bids (technical and cost submissions) were received and scored. All of the bids were over \$490 million and three of the four were within 4% of the selected bid. Based on the Multi-Parameter scoring criteria Kiewit Infrastructure West Co was selected as the apparent best value contractor, with a bid of \$512 million. The most significant reason for higher than expected bids is current market conditions including, supply

chain uncertainty, steel and concrete material costs, and market volatility and risk.

Following negotiations, the final project amount (including contract value, ODOT construction engineering, and contingency costs) is \$495 million.

Project Scope:

This segment of the project will seismically retrofit and widen the Abernethy Bridge by constructing 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. The project limits remain the same.

Two sign structures and ground improvements will be deferred to future contracts, both of which will go to bid by fiscal year 2024.

Funding Sources


In the 2021 Legislative Session, the Oregon State Legislature passed HB 3055 to provide this gap financing through a combination of cash, bonding and short-term borrowing. The legislation increased ODOT's short-term borrowing cap to \$600 million and allows for five year maturities, allowing ODOT to take out short-term debt that will be repaid by toll revenue or the proceeds of bonds, pending the conclusion of the I-205 Tolling NEPA process. This provide a means to interim fund Phase 1A of the I-205 OR213 to Stafford Road project before toll revenue becomes available. ODOT will finance Phase 1A ODOT by initially using a combination of cash on hand and short-term borrowing. The scheduled obligation of the construction phase funding remains as FFY 2022.

To address the repayment of the short-term borrowing, the Oregon State Legislature has identified future 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 in total. Tolling is currently being evaluated under the National Environmental Policy Act (NEPA) process. The earliest tolling could be implemented is late 2024 and toll revenue will not be available until that time.

I-205 Abernethy Bridge Segment Overview


I-205 IMPROVEMENTS

Stafford Road to OR 213 繁體中文 | 简体中文 | русский | 日本語

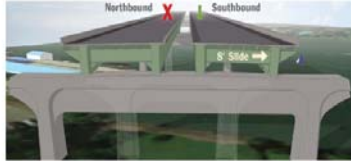


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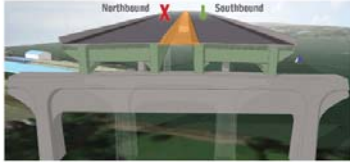
Construction Process




1. Construct new bridge foundations, widen each side. Slide one direction. Existing lanes will remain open to traffic during this time. (Phase 1A)



2. Slide the other direction. Existing lanes will remain open to traffic during this time. (Phase 1A)

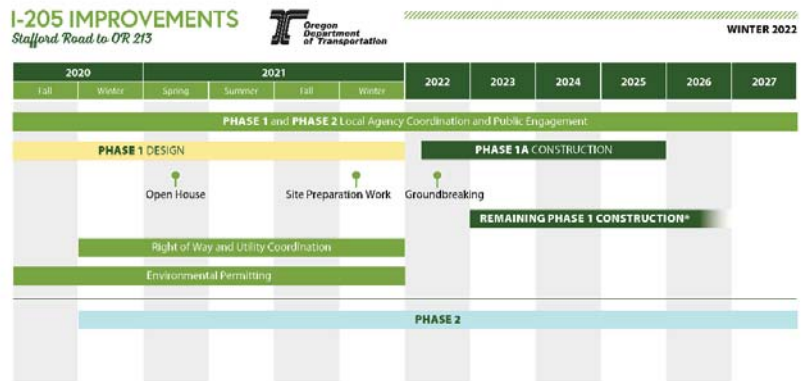


3. Complete remaining bridge widening toward the center to join the bridges together and remove existing supports. Existing travel lanes will remain open to traffic. (Phase 1A)



4. Striping for final lane configuration will be completed in a future phase.

Additional Details:



Why a Formal amendment is required?	Cost changes for projects above 20% for projects above \$5 million require a formal/full amendment per the approved FHWA/FTA/ODOT/MPO Amendment Matrix. The cost increase equals
Total Programmed Amount:	Key 22467 total programming (construction and other phases) increases from \$359,550,000 to \$495,350,000
Added Notes:	1 Attachment: I-205 Improvements Fact Sheet



Note: The Amendment Matrix located on the next page 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.

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.

- 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.
- 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 May #1 2022 Formal MTIP amendment (MY22-11-MAY1) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	April 29, 2022
• TPAC notification and approval recommendation.....	May 6, 2022
• Completion of public notification process.....	May 16, 2022
• JPACT approval and recommendation to Council.....	May 21, 2022
• Metro Council approval.....	Decision Pending

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	TBD
• USDOT clarification and final amendment approval.....	TBD

ANALYSIS/INFORMATION

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

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5265 consisting of the I-205, I-5 - OR 213, Phase 1A project which requires a cost increase to the construction phase which will enable the construction phase to then move forward.

2 Attachments:

1. I-205 Improvements Fact Sheet
2. May 12 2022 OTC Letter

I-205 IMPROVEMENTS

Stafford Road to OR 213

JULY 2021

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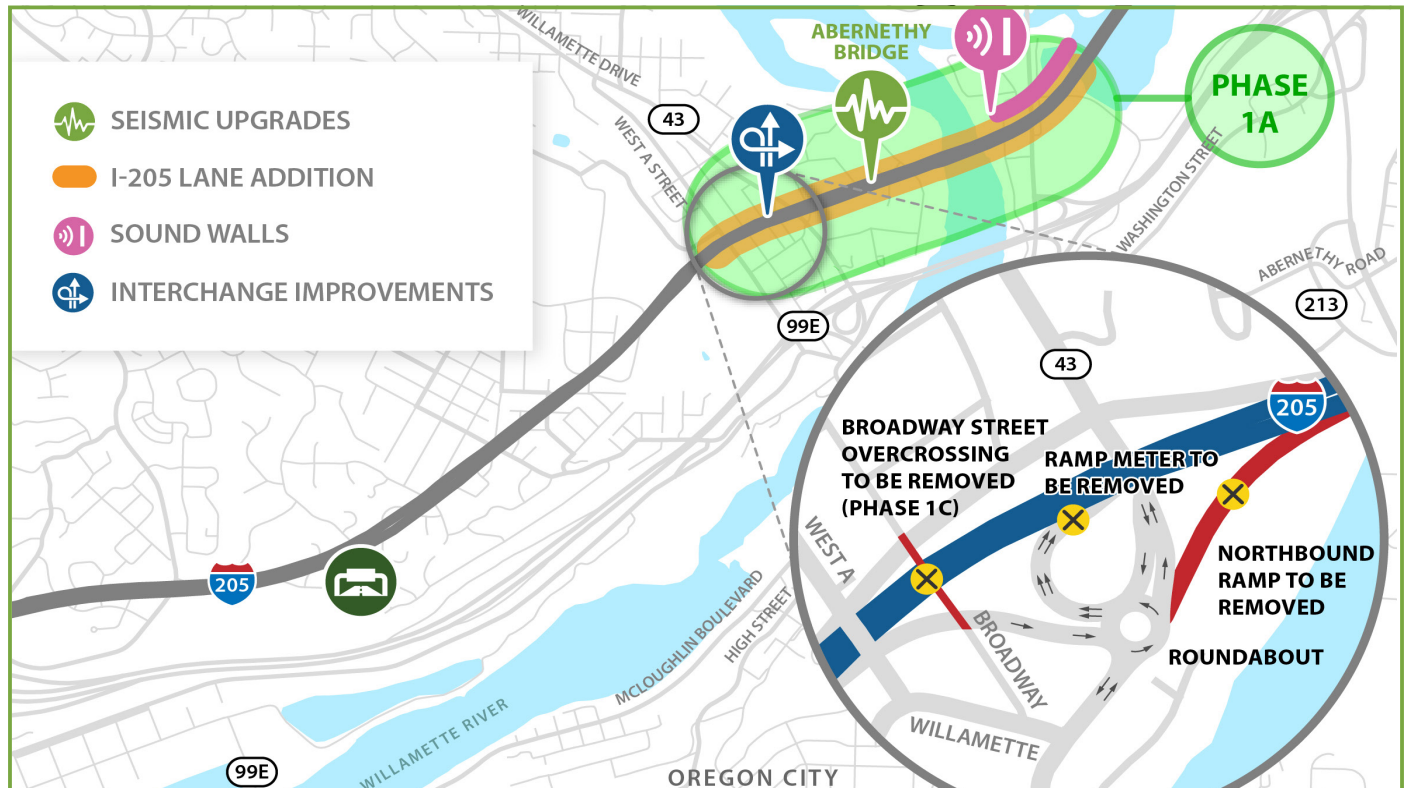
CONSTRUCTION BEGINS IN 2022

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 (Phase 1A) beginning in late spring/early summer of 2022. Learn more about project phasing at www.i205corridor.org.

KEY PHASE 1A IMPROVEMENTS INCLUDE:

- Earthquake-ready improvements to the Abernethy Bridge.
- Removing the current I-205 northbound on-ramp from OR 43 and replacing it with a roundabout.
- Realigning or widening the on- and off-ramps at OR 99E.
- Improvements for people who walk and bike on OR 43, Clackamette Drive and OR 99E.
- Sound wall near the southbound lanes of I-205 at exit 9.
- Widening I-205 in the Phase 1A project area to allow a third travel lane in each direction. The final lane configuration will be completed in a future phase.

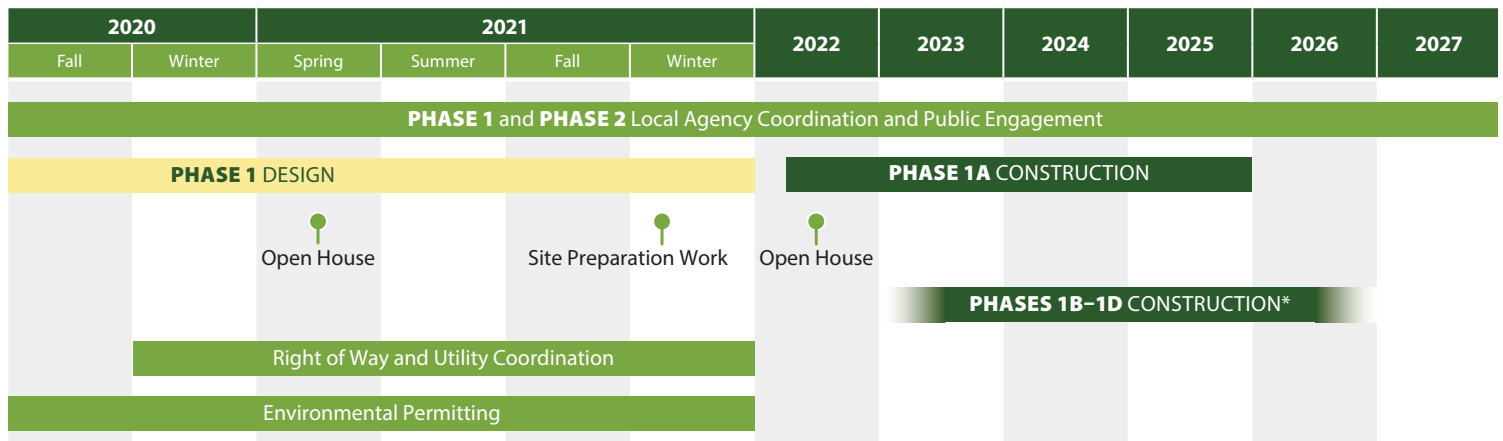
Tree removal will occur on each bank of the Willamette River underneath the Abernethy Bridge in Oregon City and West Linn to provide construction access for Phase 1A. This work will occur in the fall of 2021 to avoid nesting birds and heavy rain.



Visit www.i205corridor.org to sign up for email updates and learn about any traffic impacts or route detours once construction begins. Anticipated impacts include:

- Full weekend, nighttime directional closures and on- and off-ramp width restrictions.
- Full nighttime freeway closures later in the construction process, anticipated in 2024.
- Detours for I-205 northbound and southbound travelers and those traveling to local destinations in and around Oregon City and West Linn during freeway closures.

SCHEDULE



*Scheduling of Phases 1B, 1C and 1D is currently tentative and will be refined spring 2022.



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Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: April 26, 2022

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding for the *I-205: I-5 to OR213, Phase 1A (I-205 Improvements - Phase 1A Abernethy Bridge Widening)* project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to increase construction funding for the *I-205: I-5 to OR213, Phase 1A (I-205 Improvements - Phase 1A Abernethy Bridge Widening)* project from \$375,350,000 to \$495,350,000 for a total increase of \$120,000,000. The increase will be paid for using the financial tools provided in House Bill 3055.

Project to increase funding:

I-205: I-5 - OR213, Phase 1A Construction (KN 22467)			
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
Other	2022	\$350,000	\$350,000
Construction	2022	\$375,000,000	\$495,000,000
TOTAL		\$375,350,000	\$495,350,000

Background:

The I-205 Improvements Project improves the congested seven-mile section of Interstate 205 between OR 213 and Stafford Rd. by widening and seismically retrofitting the Abernethy Bridge, adding a third general purpose lane (northbound and southbound), and creating safer options to enter and exit the corridor with an auxiliary lane from OR 43 to OR 213, and combining the OR 43 ramps. Once the project is complete, congestion will be reduced from 6.75 to 2 hours a day, 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 I-205 project will be constructed in phases and the schedule is driven by the allowable in-water work windows. Missing the first in-water work window would result in an estimated \$24 million cost of delay. Multiple construction contracts will deliver the rest of the project, starting with Phase 1A. This phase was advertised for bid in December 2021, to allow construction to begin during the allowable in-water work window in summer 2022. Phase 1A includes Abernethy Bridge widening, highway construction, OR 43 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. Locally funded water and sewer line improvements are also included in this phase. Construction of Phase 1A is expected to end after 4 in-water work cycles.

Phase 1A was delivered for bid with an alternative procurement method that scores technical qualifications, approach, and cost. Technical experience has been 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 worked with FHWA to supplement the Diversity Program goals in the contract for Disadvantaged Business Enterprises (DBEs), on the job training, and Tribal Employment Rights Ordinance (TERO) program, and added a preferential zip code hiring goal.

After review of technical and cost submissions, Kiewit Infrastructure West Co was determined to be the best value contractor. ODOT entered into negotiations with the contractor and jointly agreed to a contract value of approximately \$447 million.

Cost Increase Analysis:

The technical bids were opened on February 1, 2022 and cost submissions were opened on March 1, 2022. All bids were over \$490 million. Based on the Multi Parameter scoring criteria, the apparent best value contractor was Kiewit Infrastructure West Co with a bid of \$512 million.

The primary reason for the higher than anticipated bids are the escalation of the steel and high performance concrete unit prices, as identified in the Project Controls Office review. Significant items of note are:

- **Steel:** Steel cost came in significantly higher than anticipated due to fear of continued escalation and inflation due to the geopolitical risks and expected USA inflation rates. High costs are associated with reinforcement, bridge steel, and fabricated steel structures such as signs and fences.

Oregon Transportation Commission

April 26, 2022

Page 3

- Concrete: Concrete came in significantly higher than estimated due to limited supplier options and availability. There were limited suppliers available and equipment necessary to facilitate nitrogen injection for concrete on the project.
- Deep soil mixing: Deep soil mixing presented high risk as the depth and size of the stabilization is unknown. The stabilization is a performance specification in which the agency translates risk to the contractor to procure and install ground improvements to the performance specifications in the contract. Deferring this item will reduce contract costs and will allow ODOT to bid this work after a pilot test program is completed to provide more assurances to the contractor that the performance criteria can be met.

The apparent best value contractor was found to have submitted a responsive bid, and the Urban Mobility Office entered into negotiations with the contractor. Negotiations resulted in reduced bid due to reallocation of risk, adjustment of some specification language, and deferral of the deep soil mixing and two sign structures. The deferred items will be bid as future contracts.

Negotiations resulted in a total project cost of \$495 million (contractor costs, engineering, anticipated items, and contingency included), an increase of \$120 million over the previous amount programmed in the STIP.

Financial Plan

In the 2021 Legislative Session, the Oregon State Legislature passed HB 3055 to provide financing through a combination of cash, bonding and short-term borrowing. The legislation increased ODOT's short-term borrowing cap to \$600 million and allows for five year maturities, allowing ODOT to take out short-term debt that will be repaid by toll revenue or the proceeds of bonds, pending the conclusion of the I-205 Tolling NEPA process. In addition, bonding on the \$30 million provided by HB 2017 (2017 Session) is available starting in 2022. Combined these provide a means to interim fund Phase 1A of the I-205 OR213 to Stafford Road project before toll revenue becomes available. ODOT will finance Phase 1A by initially using a combination of bonding on the \$30 million, cash on hand, and short-term borrowing. The scheduled obligation of the construction phase funding remains as FFY 2022.

To address the repayment of the short-term borrowing, the Oregon State Legislature has identified future 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 in total. Tolling is currently being evaluated under the National Environmental Policy Act (NEPA) process. The earliest tolling could be implemented is late 2024 and toll revenue will not be available until that time.

Oregon Transportation Commission
April 26, 2022
Page 4

Options:

With approval, ODOT will proceed to fund, award, and construct this project.

Without approval, ODOT will not award this project at this time and construction will not begin as planned in 2022.

Attachments:

- Attachment 1 – Vicinity and Location Maps

Copies to:

Travis Brouwer	Cooper Brown	MacGregor Lynde	Brendan Finn
Amanda Sandvig	Della Mosier	Mandy Putney	Jeff Flowers Daniel Porter
Rian Windsheimer	Lindsay Baker	Talena Adams	Chris Ford Adriana Antelo



I-205 IMPROVEMENTS

Stafford Road to OR 213

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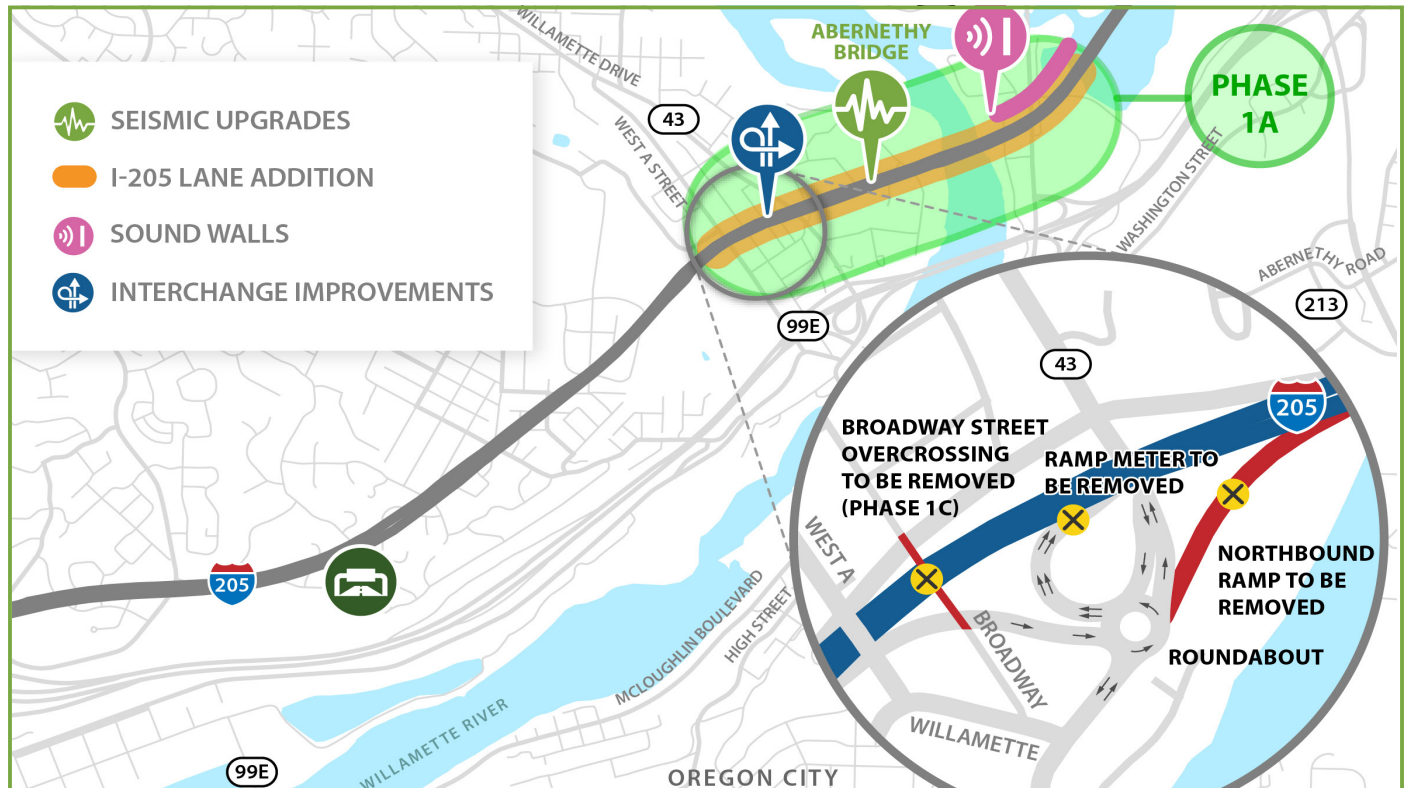
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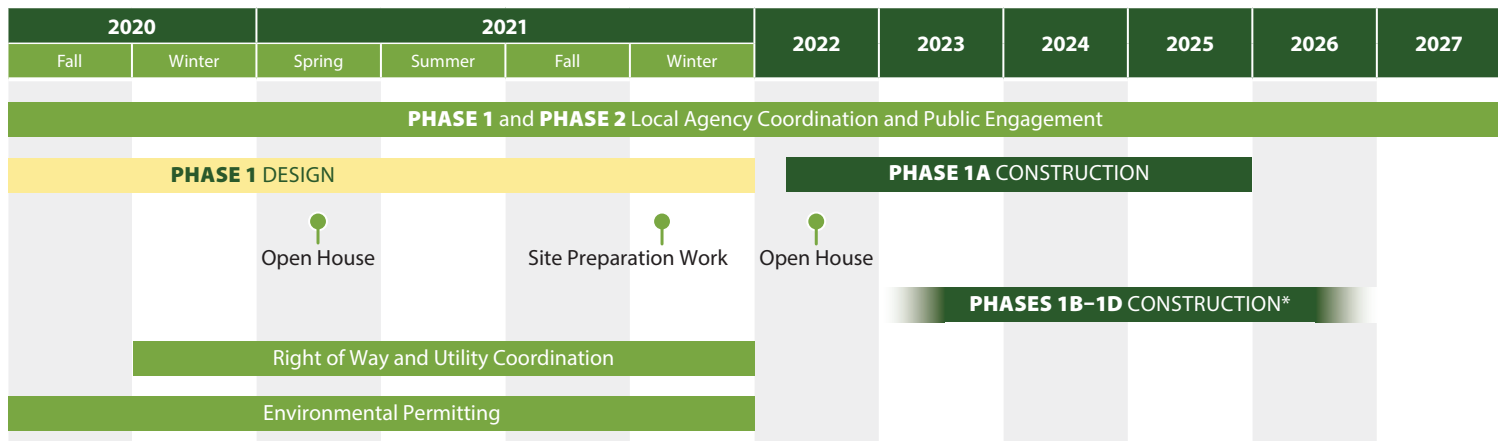
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Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Other	2022	\$350,000	\$350,000
Construction	2022	\$375,000,000	\$495,000,000
TOTAL		\$375,350,000	\$495,350,000

Background:

The I-205 Improvements Project improves the congested seven-mile section of Interstate 205 between OR 213 and Stafford Rd. by widening and seismically retrofitting the Abernethy Bridge, adding a third general purpose lane (northbound and southbound), and creating safer options to enter and exit the corridor with an auxiliary lane from OR 43 to OR 213, and combining the OR 43 ramps. Once the project is complete, congestion will be reduced from 6.75 to 2 hours a day, 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 I-205 project will be constructed in phases and the schedule is driven by the allowable in-water work windows. Missing the first in-water work window would result in an estimated \$24 million cost of delay. Multiple construction contracts will deliver the rest of the project, starting with Phase 1A. This phase was advertised for bid in December 2021, to allow construction to begin during the allowable in-water work window in summer 2022. Phase 1A includes Abernethy Bridge widening, highway construction, OR 43 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. Locally funded water and sewer line improvements are also included in this phase. Construction of Phase 1A is expected to end after 4 in-water work cycles.

Phase 1A was delivered for bid with an alternative procurement method that scores technical qualifications, approach, and cost. Technical experience has been 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 worked with FHWA to supplement the Diversity Program goals in the contract for Disadvantaged Business Enterprises (DBEs), on the job training, and Tribal Employment Rights Ordinance (TERO) program, and added a preferential zip code hiring goal.

After review of technical and cost submissions, Kiewit Infrastructure West Co was determined to be the best value contractor. ODOT entered into negotiations with the contractor and jointly agreed to a contract value of approximately \$447 million.

Cost Increase Analysis:

The technical bids were opened on February 1, 2022 and cost submissions were opened on March 1, 2022. All bids were over \$490 million. Based on the Multi Parameter scoring criteria, the apparent best value contractor was Kiewit Infrastructure West Co with a bid of \$512 million.

The primary reason for the higher than anticipated bids are the escalation of the steel and high performance concrete unit prices, as identified in the Project Controls Office review. Significant items of note are:

- **Steel:** Steel cost came in significantly higher than anticipated due to fear of continued escalation and inflation due to the geopolitical risks and expected USA inflation rates. High costs are associated with reinforcement, bridge steel, and fabricated steel structures such as signs and fences.

Oregon Transportation Commission

April 26, 2022

Page 3

- Concrete: Concrete came in significantly higher than estimated due to limited supplier options and availability. There were limited suppliers available and equipment necessary to facilitate nitrogen injection for concrete on the project.
- Deep soil mixing: Deep soil mixing presented high risk as the depth and size of the stabilization is unknown. The stabilization is a performance specification in which the agency translates risk to the contractor to procure and install ground improvements to the performance specifications in the contract. Deferring this item will reduce contract costs and will allow ODOT to bid this work after a pilot test program is completed to provide more assurances to the contractor that the performance criteria can be met.

The apparent best value contractor was found to have submitted a responsive bid, and the Urban Mobility Office entered into negotiations with the contractor. Negotiations resulted in reduced bid due to reallocation of risk, adjustment of some specification language, and deferral of the deep soil mixing and two sign structures. The deferred items will be bid as future contracts.

Negotiations resulted in a total project cost of \$495 million (contractor costs, engineering, anticipated items, and contingency included), an increase of \$120 million over the previous amount programmed in the STIP.

Financial Plan

In the 2021 Legislative Session, the Oregon State Legislature passed HB 3055 to provide financing through a combination of cash, bonding and short-term borrowing. The legislation increased ODOT's short-term borrowing cap to \$600 million and allows for five year maturities, allowing ODOT to take out short-term debt that will be repaid by toll revenue or the proceeds of bonds, pending the conclusion of the I-205 Tolling NEPA process. In addition, bonding on the \$30 million provided by HB 2017 (2017 Session) is available starting in 2022. Combined these provide a means to interim fund Phase 1A of the I-205 OR213 to Stafford Road project before toll revenue becomes available. ODOT will finance Phase 1A by initially using a combination of bonding on the \$30 million, cash on hand, and short-term borrowing. The scheduled obligation of the construction phase funding remains as FFY 2022.

To address the repayment of the short-term borrowing, the Oregon State Legislature has identified future 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 in total. Tolling is currently being evaluated under the National Environmental Policy Act (NEPA) process. The earliest tolling could be implemented is late 2024 and toll revenue will not be available until that time.

Options:

With approval, ODOT will proceed to fund, award, and construct this project.

Without approval, ODOT will not award this project at this time and construction will not begin as planned in 2022.

Attachments:

- Attachment 1 – Vicinity and Location Maps

Copies to:

Travis Brouwer	Cooper Brown	MacGregor Lynde	Brendan Finn
Amanda Sandvig	Della Mosier	Mandy Putney	Jeff Flowers Daniel Porter
Rian Windsheimer	Lindsay Baker	Talena Adams	Chris Ford Adriana Antelo



Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: May 6, 2022 TPAC Highlights
Date: May 6, 2022

Overview

Following is a brief summary of the May 6, 2022 TPAC Meeting. Meeting materials can be found [here](#).

General Updates

- There have been at least 41 traffic fatalities in the three counties since the beginning of the year. Twenty-one of the people have been walking, including one person in a wheelchair. At least six of the crashes involved a hit and run.
- In June, TPAC will be asked to recommend JPACT approve and submit to the Metro Council a resolution that endorses the Interstate Bridge Replacement Project modified Locally Preferred Alternative.

Meeting Highlights

MTIP Formal Amendment 22- 5266

TPAC advanced Amendment 22-5266 for the purpose of amending the 2021-26 MTIP to cancel ODOT's OR224, SE 17th Ave to Rainbow Campground, Safety Upgrade Project for later reprogramming in the 2024-27 STIP. The project is being cancelled due to funding issues and overlapping scope elements with the OR224 Riverside Fire Recovery Effort. Dollars will be reallocated to another systematic safety project in Clackamas County.

MTIP Formal Amendment 22-5265, I-205: I-5 - OR 213, Phase 1A

TPAC advanced Amendment 22- 5265 for the purpose of amending the 2021-26 MTIP to increase construction phase funding for Phase 1A of the I-205 capital improvement project. The amendment increases the construction phase from \$359.2M to \$495M following receipt of higher-than-expected bids. The cost increase represents a 39.8 increase to the project. Approval allows construction to move forward and be implemented.

Why Now?

The most significant reason for higher-than-expected bids is the current market conditions including supply chain uncertainty, steel and concrete material costs, and market volatility and risk. Other documentation suggests the primary reason for higher-than-anticipated bids are the escalation of the steel and high performance concrete unit prices, as identified in a Project Controls Office review.

Financial Plan

ODOT will utilize added bonding capacity under HB 3055 to initially cover the funding increase. ODOT will finance Phase 1A by initially using a combination of bonding on \$30 million, cash on hand, and short-term borrowing. To address the repayment of the short-term borrowing, ODOT notes that the Legislature identified future 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.

Impacts

The scheduled obligation of the construction phase funding remains as FFY 2022. With approval, ODOT will proceed to fund, award, and construct this Phase 1A. Without approval, ODOT will not award the project at this time and construction will not begin as planned in 2022.

MTIP Revenue Forecast Update

In late 2020 through Spring 2021, Metro staff convened ODOT, TriMet, and SMART staff to develop a revenue forecast for the 2024-2027 MTIP. As of June 2021, revenue was anticipated to be approximately \$1.9B dollars.

Since June 2021, the transportation revenue landscape changed enough to revisit and update the 2024-2027 MTIP revenue forecast. The updated estimate of known available federal and relevant state funds for federal fiscal years 2024-2027 is approximately \$2.48B.

Revenue estimates for the metropolitan region will be further coordinated throughout the development of the 2024-2027 MTIP. As transportation priorities are selected and programmed by project phase (e.g. planning, preliminary engineer/design, right-of-way, and construction) and assigned a funding type (e.g. STBG, HSIP, etc.), the MTIP will reference the early revenue forecast as the starting point for determining reasonably available revenues and demonstration of fiscal constraint - the balancing of project costs with anticipated revenue.

Upcoming Agenda Highlights

- **May 11 – TPAC Workshop**
 - RFFA Outcomes Evaluation & Risk Assessment Review
 - Transit-Oriented Development Program Strategic and Work Plan Update
 - TriMet Forward Together Service Alternatives Planning Project
- **June 3 – TPAC Meeting**
 - Regional Mobility Policy Update: Discussion on Recommended Policy and Action Plan
 - RFFA initial input on developing staff proposals
 - 2023 RTP Policy Brief: Congestion Pricing Policy Development
 - RTP Vision, Goals & Objectives
- **June 15 – MTAC/TPAC Workshop**
 - DLCD CFEC Rulemaking item
 - Emerging Transportation Trends Study recommendations
 - Regional Freight Delay & Commodities Movement Study

For More Information, Contact Team TPAC

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MEMORANDUM: OVERVIEW OF PROGRAM RECOMMENDATION FOR MODIFIED LOCALLY PREFERRED ALTERNATIVE

MAY 5, 2022

INTRODUCTION

The Interstate Bridge Replacement (IBR) program would replace the aging Interstate 5 (I-5) bridge across the Columbia River with a modern, seismically resilient, multimodal structure. Current planning work has defined the physical and contextual changes that have occurred in the program area since 2013 and builds upon previous planning efforts accomplished as part of the Columbia River Crossing (CRC) project. To address these changes, the IBR program, in coordination with program partners and the community, developed design options, desired outcomes, and transit investments, in order to identify a Modified Locally Preferred Alternative (LPA) to be further studied through a Supplemental Draft Environmental Impact Statement (SDEIS) in compliance with the National Environmental Policy Act (NEPA).

A Modified LPA identifies the foundational elements local partners agree should move forward for further evaluation, including potential benefits and impacts and formal public comment. Detailed evaluation of the IBR program's Modified LPA will begin in fall 2022 and be documented in a SDEIS.

PROGRAM RECOMMENDATION FOR MODIFIED LPA


IBR Recommendation: Modified LPA

Hayden Island/
Marine Drive:
Partial Interchange

Transit:
**Light Rail to
Evergreen near
I-5**

River Crossing
Auxiliary Lanes:
1

Variable Rate
Tolling:
Yes



Partial Interchange Summary

Hayden Island Drive local-only trips and Tomahawk Island Drive extension increase Hayden Island east-west connectivity

Smaller interchange leaves space for a comfortable pedestrian environment and opportunities for open space

Addresses safety and congestion by improving active transportation, adding shoulders, increasing lane widths and improving ramp merges

Benefits of Expanding LRT from Expo to Evergreen

4 Stations*

3,000+ Residents are within a half mile walk

26% BIPOC **41%** Low-income

*Includes the existing Expo station and 3 new stations.

Equity - Jobs Accessible via Transit (% increase)*

68% General **73%** BIPOC

59% Low-income **71%** People w/ disabilities

*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.

Climate - GHG Reduction*

36,000 metric tons/year or the equivalent of

7,000 homes' electricity for one year OR **89,400,000** miles driven by gas powered car

*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

Strategies to Combat Climate Change

- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

The IBR program recommendation for the Modified LPA includes key components representing foundational transportation improvements: transit investments, interchange configuration for Hayden Island/Marine Drive, and the number of auxiliary lanes across the bridge. Additional considerations are also assumed to be part of the Modified LPA.

TRANSIT RECOMMENDATION:

- ▶ **Extend light rail from the Expo Center in Portland, Oregon north to a new station on Hayden Island, continuing across the Columbia River on the new I-5 bridge, following I-5 to multiple stations in the City of Vancouver, including a northern terminus at Evergreen Station in Vancouver, Washington.**

SUPPORTING RATIONALE:

The IBR program transit investment preference for light rail was developed in close coordination with our transit partners, C-TRAN and TriMet, and informed by extensive stakeholder and community input, and data. Community engagement shows widespread support for expanding transit and light rail transit, specifically.

A light rail transit extension of the MAX Yellow Line from Expo Center into Vancouver best integrates existing transit investments in the region – including C-TRAN’s Vine bus rapid transit network and express bus service. The Evergreen terminus via I-5 offers the best opportunity for merging the two metro area transit systems together. The I-5 alignment provides faster, safer, more reliable service and minimizes disruptions to downtown Vancouver.

TECHNICAL TAKEAWAYS:

- ▶ An LRT extension of the Max Yellow Line from Expo Center into Vancouver best integrates existing transit investment in the region including C-TRAN’s Vine and express bus current and future system.
- ▶ Capacity on LRT options allows the program to maximize trips.
- ▶ LRT provides more competitive travel time compared with trips that require a transfer at Expo.
- ▶ LRT investments improve access to jobs to a greater degree than BRT alone.
- ▶ LRT is more competitive for FTA discretionary funding.
- ▶ An Evergreen terminus has fewer potential property impacts and connects directly to the downtown library, the Historic Reserve, jobs, services, and amenities.
- ▶ An Evergreen terminus maximizes transfer opportunities given direct connections to several local routes as well as planned BRT routes

*COMMUNITY FEEDBACK:

- ▶ Desire for greater connectivity from Clark County into Portland and the regional transit system.
- ▶ Support for High Capacity Transit options, with many preferring light rail or a combined light rail/bus rapid transit option.
- ▶ Strong support among residents in the entire region and solid majority support throughout Clark County for the concept of extending the MAX Yellow Line from Expo Station to Vancouver in a dedicated space across the new I-5 bridge.

- 79% of total community opinion survey respondents strongly or somewhat support light rail across the bridge, including 84% of Portland Metro Area respondents and 61% of Clark County respondents.
- ▶ Reliability and travel time of mode expressed as the most important transit priorities.
- ▶ Equity-priority communities expressed high interest in accessible and dependable transit options, including a desire for multiple transportation options that are efficient, reliable, and user-friendly and infrastructure that promotes high capacity transit.
- ▶ Highest preferences for transit stations located at (or near) Expo Center, Hayden Island, Vancouver Waterfront, Vancouver Library (Evergreen) and Clark College.

HAYDEN ISLAND/MARINE DRIVE CONFIGURATION RECOMMENDATION:

- ▶ **Construct a partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts while making improvement to freight and workforce traffic and active transportation on Hayden Island and Marine Drive.**

SUPPORTING RATIONALE:

This option would provide an expanded interchange at Marine Drive combined with a partial Hayden Island interchange. Traffic on I-5 coming from the north would be able to access Hayden Island through direct ramps at Jantzen Drive. Traffic on I-5 accessing Hayden Island to/from the south would use an upgraded interchange at Marine Drive and an arterial bridge connection between Marine Drive and Hayden Island. Local streets would also be reconnected under I-5.

The recommendation for a partial interchange on Hayden Island recognizes the desire to balance vehicle and freight access with a preference expressed by the community to minimize the footprint over Hayden Island. It also provides the opportunity for improved active transportation and transit access.

TECHNICAL TAKEAWAYS:

- ▶ A partial interchange will create a smaller footprint over North Portland Harbor than a full interchange option with fewer floating home impacts.
- ▶ Smaller scale and complexity of I-5 over Hayden Island provides higher quality experience for active transportation and transit access on east-west streets.
- ▶ This option considers Hayden Island vehicle and freight access to/from Portland via local roads and I-5 ramps that cross under Marine Drive.
- ▶ This option considers Hayden Island vehicle and freight access to/from Vancouver via Jantzen Drive I-5 ramps.

***COMMUNITY FEEDBACK:**

- ▶ Prioritize the option with smallest footprint over Hayden Island.
- ▶ Consider freight needs, as well as active transportation safety and access.
- ▶ Prioritize congestion relief on I-5 near Hayden Island, safe intersections and road improvements, and convenient access to services, shopping, and restaurants.

- ▶ Washington residents preferred direct access to Hayden Island and Oregon residents preferred island access via Marine Drive and local access bridge.

AUXILIARY LANE RECOMMENDATION:

- ▶ **Include one auxiliary lane northbound and one auxiliary lane southbound between Marine Drive and Mill Plain Blvd to accommodate the safe movement of vehicles and freight.**

SUPPORTING RATIONALE:

The IBR program intends to maintain the three existing through traffic lanes in each direction to remain consistent with the existing system on either side of the bridge. Auxiliary lanes are ramp-to-ramp connections designed to give drivers space to merge safely when entering or exiting the roadway, reducing bottlenecks and optimizing traffic flow. The addition of auxiliary lanes can help optimize the three through lanes and allow for more efficient movement through the corridor – improving safety, helping to relieve congestion with better traffic flow, and reducing emissions from vehicles idling in congestion.

The program is committed to “right-sizing” the bridge replacement investment to best meet the needs of the region. The recommendation to study one auxiliary lane in each direction recognizes the desire to balance all of the regional needs and priorities, including safe, efficient, and reliable travel; as well as equity and climate goals. Additional analysis will be completed as part of the SDEIS process to confirm that one auxiliary lane can adequately address the Purpose and Need for the program and provide safe and effective traffic operations.

TECHNICAL TAKEAWAYS:

The addition of one auxiliary lane in each direction would provide a number of benefits compared to the 2045 No Build, including:

- ▶ Travel time improvements of 3 minutes (5% faster) SB AM between I-5/I-205 split and I-405, and 11 minutes (30% faster) NB PM between Broadway Ave and SR-500
- ▶ Congestion reduction:
 - reduces overall congestion during off-peak travel
 - reduces local street diversion
 - faster congestion recovery from incidents
- ▶ Mode shift: the daily transit share is expected to increase from 7% in the No Build to 11% in the build
- ▶ Fewer lane changes will be required (i.e. lane balance)
- ▶ Climate – GHG reduction is expected due to less congestion, as well as a reduction in VMT
- ▶ Safety improvements realized due to fewer sideswipe crashes and improved visibility

*COMMUNITY FEEDBACK:

- ▶ Support for the addition of auxiliary lanes consistently expressed
- ▶ Feedback received from advisory groups and surveys was mixed on the preference for the number of auxiliary lanes:
 - Prioritize the option that maximizes capacity and minimizes congestion

- Both travel time and environmental impacts are important from an equity standpoint
- Prioritize the option that is most environmentally friendly, including a reduction in GHG
- Combined with transit considerations, one auxiliary lane is appropriate
- Two auxiliary lanes meet community values of congestion and safety issues
- Clark County residents were more likely to select the two auxiliary lane option
- Oregon residents were split between one and two auxiliary lane options

ADDITIONAL CONSIDERATIONS

Assumptions that are expected to be included in the recommendation for the Modified LPA:

- ▶ **Replace the current I-5 bridge** over the Columbia River with a seismically sound bridge.
- ▶ **Replace the North Portland Harbor Bridge** with a seismically sound crossing.
- ▶ The construction of **three through lanes** northbound and southbound throughout the BIA (Bridge Influence Area).
- ▶ Include **active transportation and multi-modal facilities** that adhere to universal design principles and facilitate safety and comfort for all ages and abilities. This includes creating exceptional regional and bi-state multi-use trail facilities and transit connection within the Bridge Influence Area (BIA).
- ▶ Study **improvements of other interchanges** within the BIA.
- ▶ Implement a **variable rate toll** on motorists using the river crossing, with a recommendation to the Oregon and Washington State Transportation Commission to consider a low-income toll program, including exemptions and discounts.
- ▶ Establish a **GHG reduction target** relative to regional transportation and land use impacts, and to develop and evaluate design solutions that contribute to achieving program, regional, and state-wide climate goals.
- ▶ Evaluate program design options according to their impact on equity priority areas including developing a **Community Benefits Agreement**.

Additionally, in response to partner feedback, the IBR program is developing a list of commitments that will accompany the Modified LPA. The commitments are operational details and secondary design elements that support the design concepts outlined in the Modified LPA.

**Community feedback synthesizes what the program has heard from targeted community engagement efforts to gather feedback around design options. This engagement has included a variety of tools, including an online community survey with over 9,600 responses, over 300 listening session participants across multiple sessions, four Community Working Groups, and over two dozen public meetings of the program's steering and advisory groups between October 2021 and May 2022. A community opinion survey was also conducted in April 2022 to gather additional input.*

NEXT STEPS

All eight partner agencies and the program's Executive Steering Group will be asked to consider the Modified LPA, with the goal of receiving approval by the end of July 2022. An update on progress, including the detail of the Modified LPA, is due from the Washington members of the bi-state legislative committee to the Washington State Legislature by August 1, 2022.

Adoption of a Modified LPA demonstrates regional consensus to move forward into the next phase of work to further study and refine the corridor-wide program alternative. The adoption of the Modified LPA by local agencies does not represent a formal decision by the federal agencies leading the NEPA process or any federal funding commitment. Other elements and investments may enhance the Modified LPA and will be identified as the IBR program continues to gather input from advisory groups and partner agencies, and further analyze the Modified LPA in the SDEIS process. Elements such as additional transit improvements (i.e. transit stations, park and rides, bus route changes, and potential expansion of an LRT maintenance facility) and river crossing structure type and alignment are anticipated to be determined in the next phase of the program.

The next phase of work will analyze benefits and impacts of the of the Modified LPA and will be shared with the public for review and comment as part of the SDEIS process. Refinements will be made in response to partner, public, and Tribal engagement, as well as additional design analysis. After the Modified LPA is refined to address public comments, the combined Supplemental Final Environmental Impact Statement and Amended Record of Decision will be published. The goal is to begin construction by late 2025.

IBR MODIFIED LPA BRIEFING PACKET PURPOSE AND OVERVIEW

The *IBR Modified Locally Preferred Alternative Briefing Packet* was created as supporting documentation that reflects a compilation of the work completed by the IBR program team and program partners in support of identifying a program recommendation for a Modified LPA. Design options and transit investments were screened against criteria to evaluate their ability to meet the program's Purpose and Need statement and desired outcomes, including equity and climate objectives. The *IBR Modified Locally Preferred Alternative Briefing Packet* provides an overview of the work that has gone into developing the program's Modified LPA recommendation, including: climate and equity frameworks, design concepts and investments; screening results and modeling data; and input and feedback from partner agencies, program advisory groups, and the community.

A modern connection for a growing community

Replacing the aging Interstate Bridge with a modern, earthquake resilient, multimodal structure is a high priority for Oregon and Washington. The bridge connects tens of thousands of people daily to offices, industries, schools, sporting events, places of worship, stores, restaurants and entertainment venues. As the only continuous north-south freeway between Canada and Mexico, the Interstate Bridge is part of a critical trade route for regional, national, and international commerce.

The IBR program seeks to improve mobility for all travelers crossing the Columbia River, whether traveling by vehicle, public transit, or active transportation. **A regionally supported solution must prioritize safety, reflect community values, and address identified problems.**

Program partners

To provide coordinated regional leadership, the Oregon and Washington Departments of Transportation are jointly leading the Interstate Bridge Replacement program work in collaboration with eight other bi-state public agencies.

The eight agencies are:

- ▶ TriMet
- ▶ C-TRAN
- ▶ Oregon Metro
- ▶ Southwest Washington Regional Transportation Council
- ▶ Cities of Portland and Vancouver
- ▶ Ports of Portland and Vancouver

Current problems

- ✘ In a major earthquake, the existing bridge would likely be damaged, potentially beyond repair.
- ✘ Bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the west coast.
- ✘ Safety issues in the corridor, along with the over 143,000 vehicles crossing the bridge each weekday in 2019, resulted in 7-10 hours of congestion during peak travel periods.
- ✘ Buses are stuck in the same traffic as everyone else.
- ✘ Interchanges within the Interstate Bridge corridor are closely spaced, contributing to congestion and traffic accidents.
- ✘ Current bike/pedestrian lanes are about 4 feet wide, near vehicle traffic, and hard to access.
- ✘ Large transportation infrastructure projects have historically harmed many low-income communities and communities of color.
- ✘ The transportation sector is one of the largest contributors of greenhouse gases in the United States.

OREGON

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

WASHINGTON

Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO) Title VI Coordinator by contacting (360) 705-7090.

Solutions

- ✓ A replacement bridge will be built to meet current seismic standards. The North Portland Harbor bridge, connecting North Portland to Hayden Island on I-5, will also be replaced to meet seismic standards.
- ✓ A replacement bridge will be built tall enough to eliminate the need for bridge lifts.
- ✓ Equitable tolling and pricing strategies will be used to help improve reliability within the corridor and fund bridge construction.
- ✓ High-capacity transit (e.g., light rail) will be on a dedicated guideway across the bridge separate from vehicle traffic.
- ✓ A replacement bridge will include safety shoulders and ramp-to-ramp connections, known as auxiliary lanes, to optimize traffic flow and improve safety by giving drivers more space to merge safely.
- ✓ A new shared-use path will be at least 10 feet wide and improve low-stress connectivity for people, walking, biking, or rolling across the bridge.
- ✓ The program's Equity Advisory Group provides input and makes recommendations regarding processes, policies, and decisions that have the potential to affect equity-priority communities
- ✓ An Equity Framework outlines the program's approach to equity and the resources it will use to advance equity.
- ✓ The IBR program is proud to support state climate goals, including reducing greenhouse gas emissions and improving air quality by:
 - Increasing access to high-capacity transit
 - Improving low-stress active transportation options
 - Improve reliability through equitable tolling and pricing strategies
 - Use of low-carbon equipment, construction materials, and other innovative construction methods

A bi-state commitment to mobility

Leaders from both states recognize that regional transportation issues and necessary improvements to the Interstate Bridge remain unaddressed. As of March 2022, both states have dedicated a combined \$90 million for initial Interstate Bridge replacement planning work. A bi-state legislative committee, composed of 16 Oregon and Washington lawmakers, provides additional guidance and oversight for the program. The recently passed Move Ahead Washington transportation revenue package allocates \$1 billion to fund Washington's share of the anticipated costs needed to complete the IBR program. Given the funding reality for large transportation projects nationwide, it is assumed that construction of a bridge replacement will require revenue from a diverse range of sources, including federal funds, state funds from both Oregon and Washington, and tolling.

Equity leads our process and outcomes

The IBR program is committed to centering equity in all aspects of work to not only avoid further harm to equity-priority communities, but also ensure they have a voice to help shape program work and realize economic and transportation benefits. Equity-priority communities for the IBR program include:

- ▶ BIPOC (Black, Indigenous, and people of color)
- ▶ People with disabilities
- ▶ Communities with limited English proficiency (LEP)
- ▶ Persons with lower income
- ▶ Houseless individuals and families
- ▶ Immigrants and refugees
- ▶ Young people
- ▶ Older adults

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