

Date: Tuesday, April 10, 2018
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the April 2018 MTIP Formal Amendment Staff Report – Project Location Maps & OTC letters as applicable

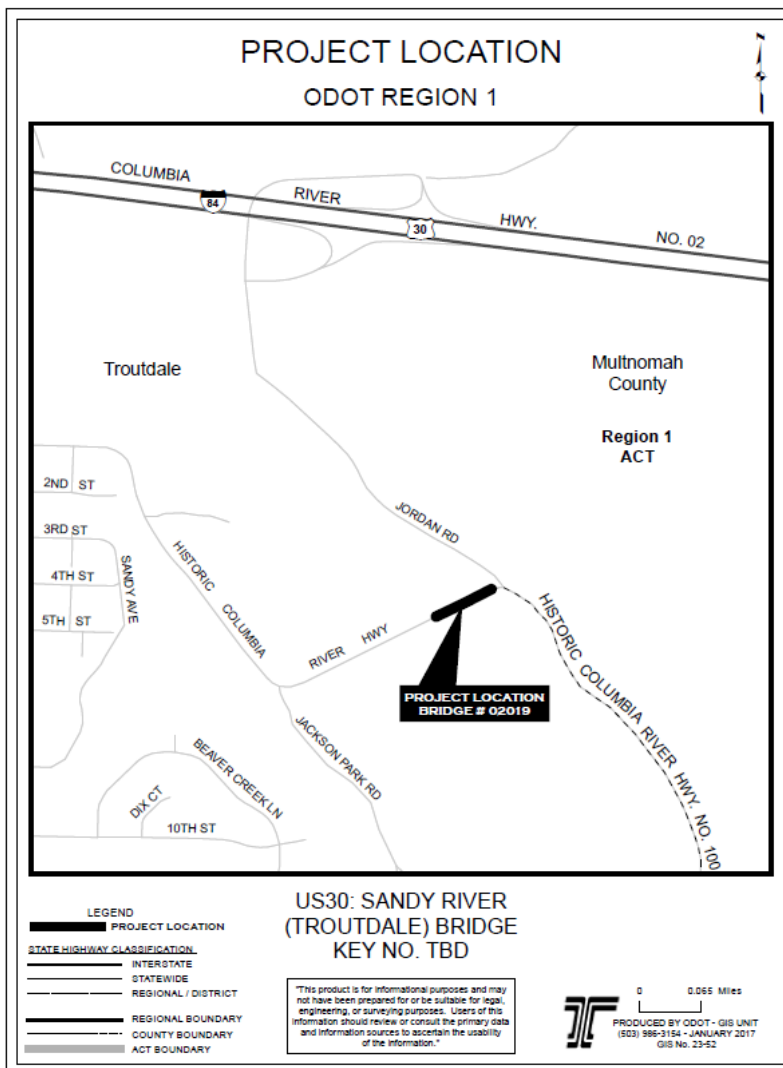
BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

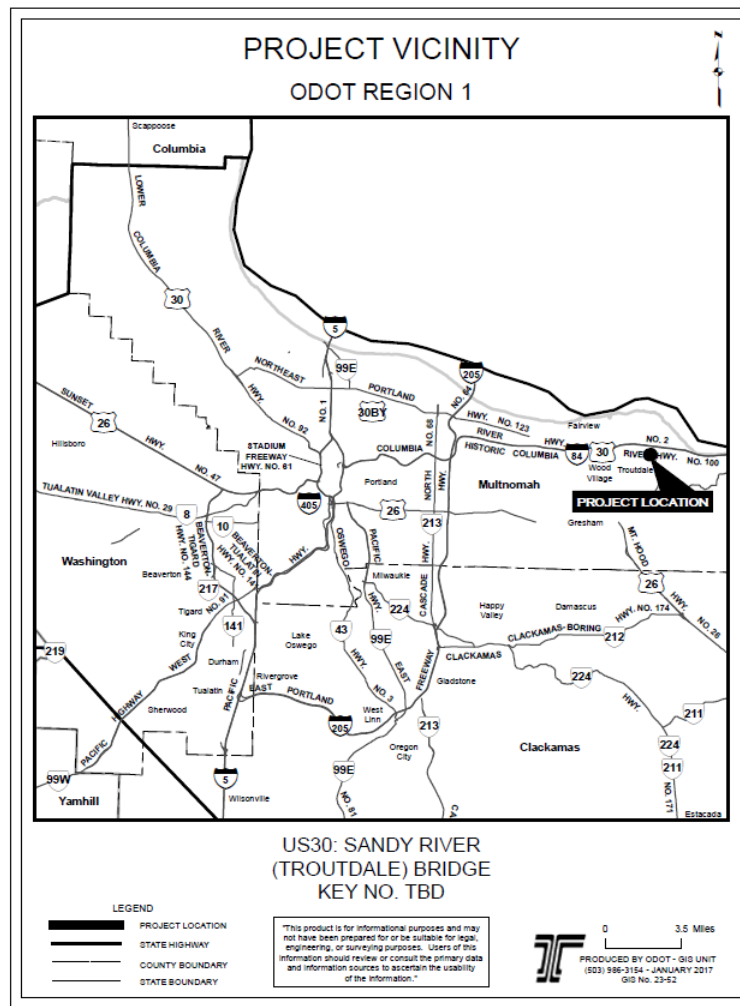
- Key 20703 – US30: Sandy River (Troutdale) Bridge
- Key 21179 – OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)
- Key 19701 – I-5 Rose Quarter Improvement Project
- Key 19786 – I-205: Stafford Rd to OR99E
- Key 20414 – Portland to Milwaukie Light Rail (2019)

Key 20703

US30: Sandy River (Troutdale) Bridge



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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: December 4, 2017

TO: Oregon Transportation Commission

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FROM: Matthew L. Garrett
Director

SUBJECT: **Consent 9** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to split one new bridge project (Interstate 5 over Crowson Road Northbound and Southbound Bridges) from an existing project (Interstate 5: California State Line – Ashland Paving) and to remove painting from another current project (U.S. 30: Sandy River Bridge).

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to revise funding of three projects.

- Reduce funding for the Interstate 5: California State Line – Ashland Paving project by removing the Interstate 5 over Crowson Road northbound and southbound bridges in Ashland from the existing project. The total estimated cost for Interstate 5: California State Line – Ashland Paving will change from \$17,234,604 to \$16,724,604. The \$510,000 reduction will be transferred to the new project – Interstate 5 over Crowson Road Northbound and Southbound bridges.
- Change the scope of the U.S. 30: Sandy River (Troutdale) Bridge project located in Region 1. ODOT has determined the bridges do not need to be painted. Savings from this action total \$4,580,000, of which \$1,246,615 will be directed to a new Interstate 5 over Crowson Road project. The remaining savings of \$3,333,385 will be returned to the State Bridge Program.
- Create a new project named Interstate 5 over Crowson Road Northbound and Southbound Bridges. Funding for the new project will come from State Bridge Program funds that are currently associated with the bridges in the Interstate 5: California State Line – Ashland project and the U.S. 30: Sandy River (Troutdale) Bridge project. Total estimated cost of this project is \$1,756,615.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Interstate 5 over Crowson Road NB and SB Bridges (Ashland) (new project)	\$0	\$1,756,615
U.S. 30: Sandy River (Troutdale) Bridge	\$6,315,000	\$1,735,000
State Bridge Program FFY 2018	\$1,175,105	\$4,508,490
Interstate 5: California State Line – Ashland Paving	\$17,234,604	\$16,724,604
TOTAL	\$24,724,709	\$24,724,709

Project to be added:

Interstate 5 over Crowson Road Northbound and Southbound Bridges (Ashland) (KN TBD)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	N/A*	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$0	\$1,756,615
TOTAL		\$0	\$1,756,615

* Preliminary engineering is in its final stages and will be completed under the Interstate 5: California State Line – Ashland Paving project.

Project to be reduced:

U.S. 30: Sandy River (Troutdale) Bridge (KN 20703)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2017	\$565,000	\$270,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2019	\$5,750,000	\$1,465,000
TOTAL		\$6,315,000	\$1,735,000

Project to be increased:

State Bridge Program FFY 2018 (KN 20731)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	2018	\$1,175,105	\$4,508,490
TOTAL		\$1,175,105	\$4,508,490

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December 4, 2017
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Project to be reduced:

Interstate 5: California State Line – Ashland Paving (KN 18873)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2015	\$996,000	\$996,000
Right of Way	2018	\$5,000	\$5,000
Utility Relocation	2018	\$5,000	\$5,000
Construction	2018	\$16,228,604	\$15,718,604
TOTAL		\$17,234,604	\$16,724,604

Background:

The U.S. 30: Sandy River Bridge project in Troutdale originally intended to replace the sidewalks, repair the foundation and paint the bridge. As the design team developed the project ODOT determined that the bridge painting is in good condition and it is not necessary to repaint the bridge at this time. The project will continue to include sidewalk replacements and foundation repair. Savings associated with not painting the bridge total \$4,580,000.

The Interstate 5 over Crowson Road northbound and southbound bridges in Ashland (08746N and 08746S at milepoint 13.29) were built in 1963. The deck on the northbound bridge was replaced as part of a widening project in 2000. A concrete overlay that was provided on the southbound bridge in 2002 is reaching the end of its service life. Both bridges were added in December 2015 to the Interstate 5: California State Line - Ashland Paving project for polymer concrete deck overlays. This overlay type is appropriate for decks that are in good structural condition and require a minimum of surface preparation. During project development, ODOT discovered that both concrete decks are contaminated with chlorides to a much greater extent than was originally thought. Thus, a polymer concrete deck overlay is not appropriate.

Due to the need to remove a significant portion of the existing decks, a structural overlay is needed. Since a structural overlay requires traffic control, construction duration, and crossovers that are beyond the scope of a polymer overlay project, these bridge repairs will require additional funding. In addition, the proximity of these bridges to the new Siskiyou Rest Area/Welcome Center, and the timing of its 2018 opening, necessitate the completion of the Crowson Road bridges in advance to eliminate the need to close the rest area/welcome center for several months just shortly after its opening. The design team investigated accelerating the Interstate 5: California State Line – Ashland project and determined it was not possible to do so. These circumstances require the Crowson Road bridges to be removed from the Interstate 5: California State Line - Ashland Paving project and addressed as a new separate project with an estimated construction cost of \$1,756,615.

With Commission approval, the State Bridge Program will be able to start work on the Crowson Road bridges on Interstate 5 with funding from the other two projects with minimal impact to the new Siskiyou Rest Area/Welcome Center. In addition, the additional funding back into the Bridge Program enables bringing future projects to the Commission for approval. Without approval, the Crowson Road

bridge structure will continue to deteriorate, ultimately requiring a minimum of a structural overlay, and perhaps a deck replacement, depending on when the work is programmed.

Attachments:

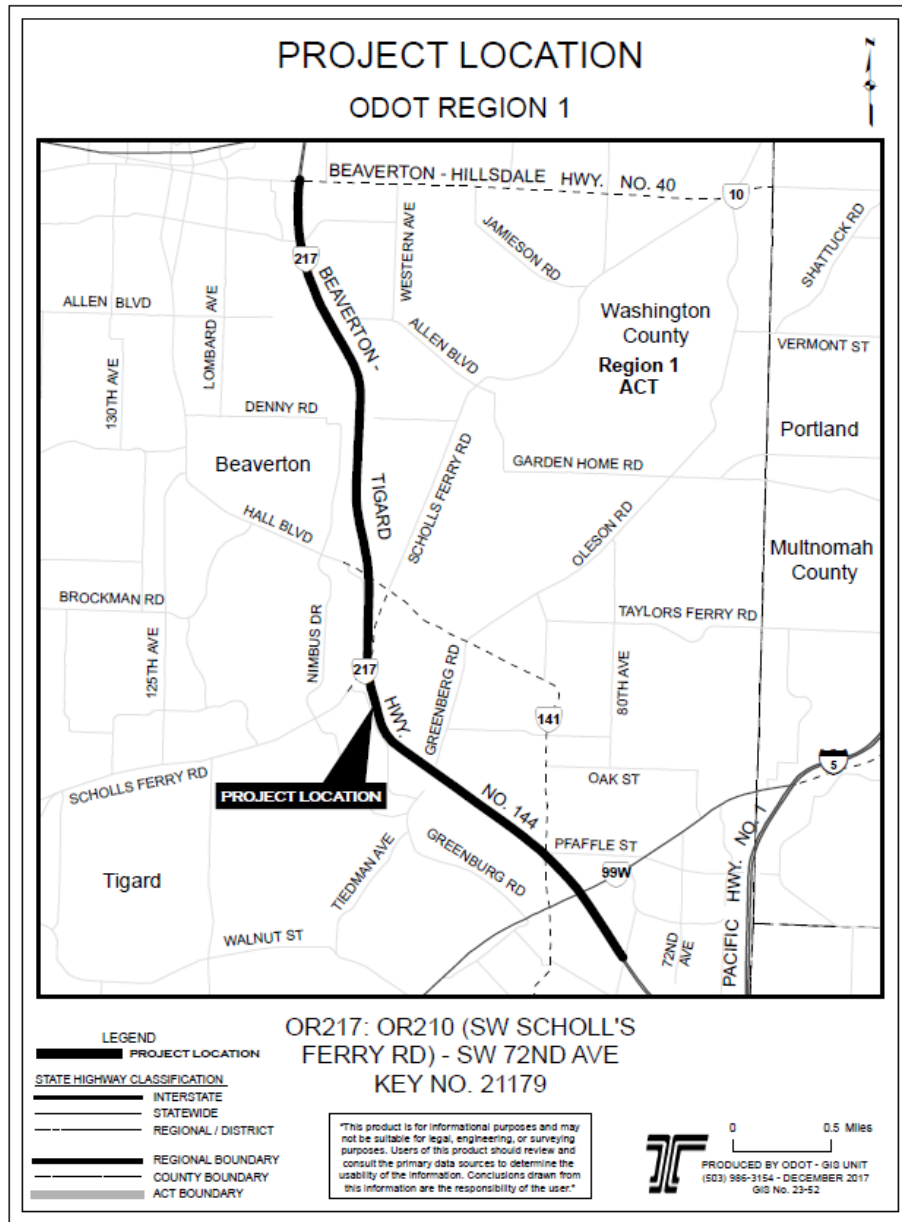
- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

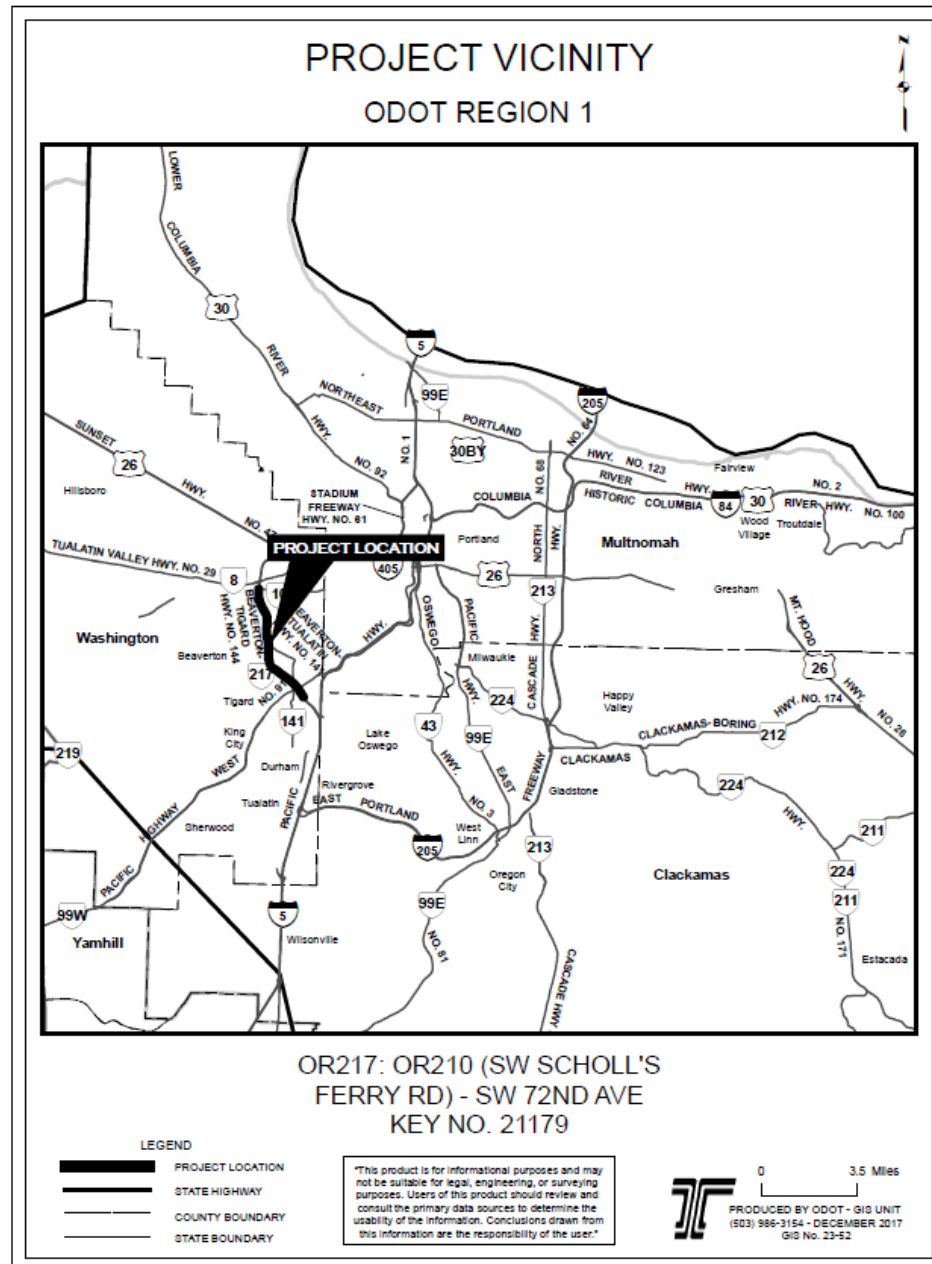
Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	McGregor Lynde	Fariborz Pakseresht	Jeff Flowers
Amanda Sandvig	Arlene Santana	Frank Reading	Naomi Birch
Rian Windsheimer	Vaughan Rademeyer	Rachelle Nelson	Lynn Averbek

Key 21179

OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)



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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: March 5, 2018

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: Consent 14 - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funds to three projects in Region 1.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to receive funding from TriMet for the following Region 1 projects by a total of \$10,000,000 with funds allocated per agreement.

- \$2,500,000 will be added to the planning phase of the Interstate 205: Stafford Road to Oregon Highway 99 East project;
- \$2,500,000 will be added to the preliminary engineering phase of the Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road) project; and
- \$5,000,000 will be added to the preliminary engineering phase of the Interstate 5 Rose Quarter Improvement Project.

STIP amendment funding summary

Project	Current Funding	Proposed Funding
Interstate 205: Stafford Road to Oregon 99 East	\$12,500,000	\$15,000,000
Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road) (not including HB 2017 funding)	\$9,400,000	\$11,900,000
Interstate 5 Rose Quarter Improvement Project (not including HB 2017 funding)	\$20,391,997	\$25,391,997
TOTAL	\$42,291,997	\$52,291,997

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Project to be increased

Interstate 205: Stafford Road – Oregon 99E (KN:19786)			
		COST	
PHASE	YEAR	Current	Proposed
Planning	2016	\$12,500,000	\$15,000,000
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	2019	\$0	\$0
TOTAL		\$12,500,000	\$15,000,000

Project to be increased

Oregon 217: SW 72nd Ave – Oregon 10 (SW Scholl's Ferry Road) (KN:21179)			
		COST	
PHASE	YEAR	Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2018	\$9,400,000	\$11,900,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
TOTAL		\$9,400,000	\$11,900,000

Project to be increased

Interstate 5 Rose Quarter Improvement Project (KN:19071)			
		COST	
PHASE	YEAR	Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2016	\$20,391,997	\$25,391,997
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
TOTAL		\$20,391,997	\$25,391,997

Background:

In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to demonstrate their commitment to three key highway bottlenecks. TriMet will sell bonds to provide upfront funding for project development work on a total of four projects: the three highway bottleneck projects and the Southwest Corridor High Capacity Transit project.

Consent_14_TriMet_Fund_Ltr.docx
 2/21/2018

TriMet has agreed to provide \$10 million to ODOT in two installments, the first \$5 million within 30 days of written request by ODOT, and the second payment of \$5 million no earlier than 2020. The attached Intergovernmental Agreement (IGA) describes the complete set of terms, including ODOT's commitment to provide an annual report to the Joint Policy Advisory Committee on Transportation (JPACT) on the status of the projects (Attachment 2).

The three highway bottleneck projects receiving funding through this IGA are:

Interstate 5 Rose Quarter Improvement Project

This project addresses the one-mile section of Interstate 5 between the interchanges of Interstate 405 and Interstate 84, which includes the network of surface streets associated with the Broadway/Weidler interchange. This section of Interstate 5 has extremely high traffic volumes, closely spaced interchanges, and no shoulders, all of which contribute to it having one of the highest crash rates in Oregon. This section of highway also experiences chronic congestion resulting in significant costs to the economy and hindrance to the movement of goods and people.

This project will also add new auxiliary lanes and shoulders on Interstate 5 to improve safety and operations by providing more space for merging and weaving between Interstate 84 and Interstate 405. Rebuilding the overpasses as lids could provide new community connections and surface area to support enhanced bicycle and pedestrian facilities. A new bicycle and pedestrian bridge and upgrades to the bridges across Interstate 5 will provide safer and more convenient connections for all modes of travel.

Funding listed in the chart above and programmed in the STIP is for preliminary engineering. HB 2017 included funding for construction that will be programmed in the 2021-2024 STIP.

Interstate 205: Stafford Road to Oregon 99 East

Interstate 205 has six lanes for most of its 25-mile length but only four lanes between exit 3 (Stafford Road, Lake Oswego) and exit 9 (Oregon 99E, Oregon City). Between 80,000 and 100,000 vehicles travel this narrow section of the highway on an average day. Closely-spaced interchanges on either end of the Abernethy Bridge contribute to the safety, mobility and reliability issues in this area.

This project adds a third lane on Interstate 205 in each direction between Abernethy Bridge and Stafford Road to improve traffic operations, improve access to industrial lands in East Clackamas County and improve safety. It will also ensure the bridge remains functional after a catastrophic earthquake.

Funding listed in the chart above and programmed in the STIP is for preliminary engineering. Funding has not yet been identified for construction of this project.

Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road)

This project addresses mainline safety and operations improvements for 2.39 miles of Northbound Oregon 217 between SW 72nd Avenue and Southwest Scholls Ferry Road. Oregon 217 serves 120,000

trips per day, connects Interstate 5 and U.S. 26 and provides access to major regional destinations such as Washington Square Mall and Beaverton Regional Center. The primary safety and operational deficiencies on Oregon 217 include tight interchange spacing and short weaving sections resulting in an average of 200 accidents per year.

This project will add new auxiliary lanes between the northbound off-ramp at Oregon 99 West and the Scholls Ferry Road exit and will replace the Hall Boulevard overcrossing. The auxiliary lane are expected to reduce crashes by 30 to 70 percent and improve traffic reliability.

Funding listed in the chart above and programmed in the STIP is for preliminary engineering. HB 2017 included funding for construction that will be programmed in the 2021-2024 STIP.

Options:

With approval, the TriMet funds will be programmed for the respective project planning and design phases as currently scheduled.

Without approval, the TriMet funds will not be added to the STIP for these projects. The projects will move forward as currently funded likely resulting in delay and the eventual need to reduce project elements.

Attachments:

- Attachment 1 - Location and Vicinity Maps
- Attachment 2 – ODOT/TriMet Intergovernmental Agreement

Key 19071

I-5 Rose Quarter project

Note: OTC letter is the same as for Key 21179



Southern Section



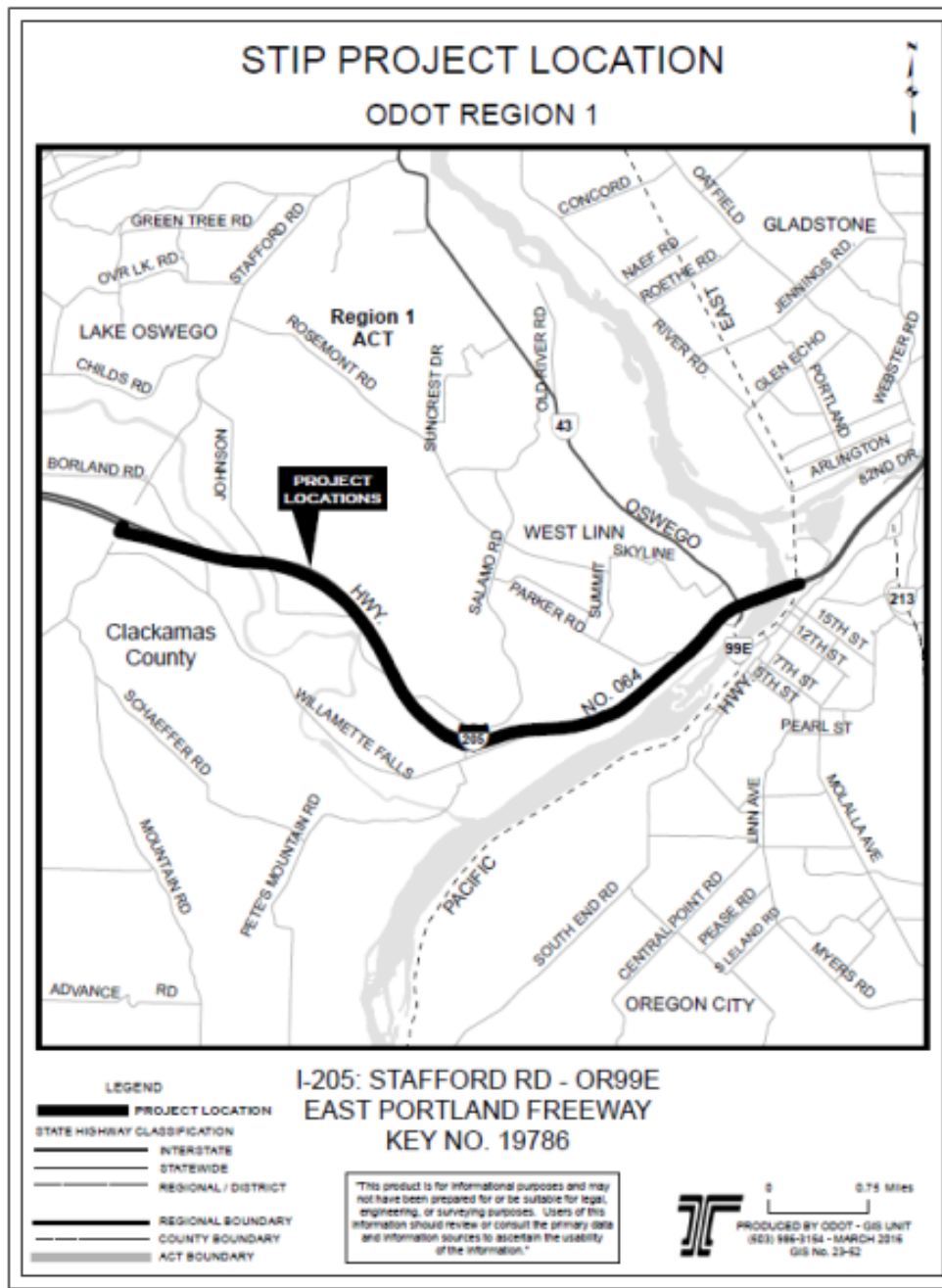
Northern Section

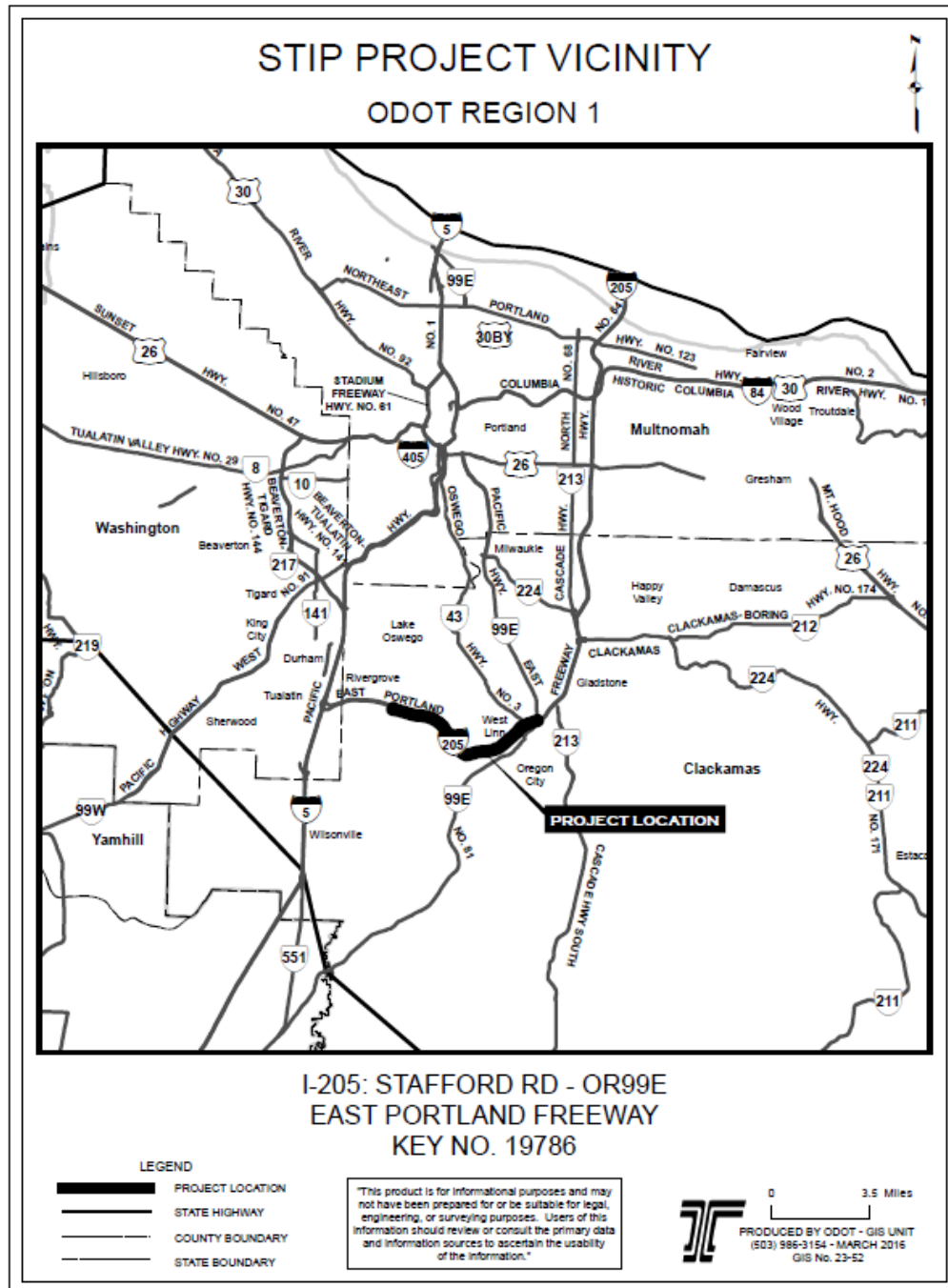


Key 19786

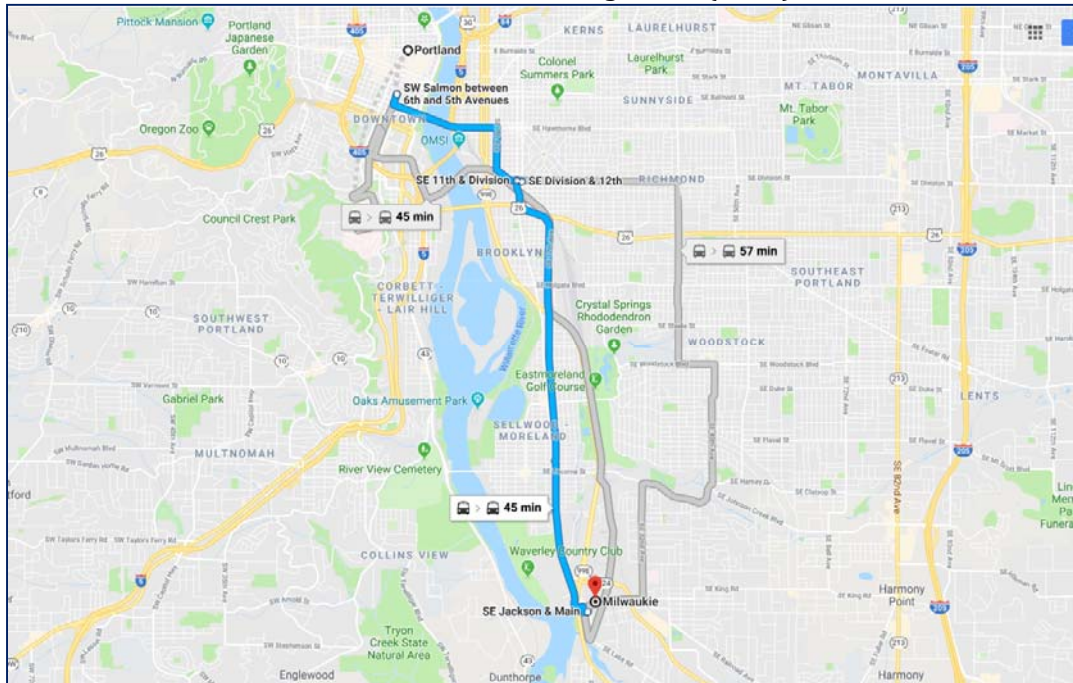
I-205: Stafford Rd to Oregon 99 East

Note: OTC letter is the same as for Key 21179





Key 20843
Portland to Milwaukie Light Rail (2019)



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS
Chapter 53 Section 5309

	FY15 /MAP-21	FY16 (millions)	FY17 (millions)	FY18 (millions)	FY19 (millions)	FY20 (millions)
Section 5309	\$2,120.0	\$2,301.8	\$2,301.8	\$2,301.8	\$2,301.8	\$2,301.8

PROGRAM PURPOSE:

The discretionary Capital Investment Grant (CIG) program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects:

Table 1 - FY 2019 Funding Recommendations for the Section 5309 Capital Investment Grants (CIG) Program

	Mode	Total Project Cost	Section 5309 CIG Request	Section 5309 CIG Share	Section 5309 CIG Funds Appropriated/Allocated Through FY 2017	Remaining Section 5309 CIG Funding Needs After FY 2017	President's FY 2018 CIG Budget Proposal	FY 2019 Section 5309 CIG Funding Recommendations
Existing New Starts Full Funding Grant Agreements (FFGAs)								\$ 835,664,144
Existing Core Capacity Full Funding Grant Agreements								\$ 200,000,000
Oversight - 1% taken down by statute								\$ 10,461,254
Total								\$ 1,046,125,398
Existing New Starts FFGAs								
CA	Los Angeles, Regional Connector	LRT	\$ 1,402,932,490	\$ 669,900,000	47.7%	\$ 365,000,000	\$ 304,900,000	\$ 100,000,000
CA	Los Angeles, Westside Subway Section 1	HR	\$ 2,821,957,153	\$ 1,250,000,000	44.3%	\$ 365,000,000	\$ 885,000,000	\$ 100,000,000
CA	Los Angeles, Westside Subway Section 2	HR	\$ 2,499,239,536	\$ 1,187,000,000	47.5%	\$ 200,000,000	\$ 987,000,000	\$ 100,000,000
CA	San Diego, Mid-Coast Corridor Transit Project	LRT	\$ 2,171,200,545	\$ 1,043,380,000	48.1%	\$ 150,000,000	\$ 893,380,000	\$ 100,000,000
MA	Boston Green Line Extension	LRT	\$ 2,297,618,856	\$ 996,121,000	43.4%	\$ 400,000,000	\$ 596,121,000	\$ 150,000,000
MD	Maryland National Capital Purple Line	LRT	\$ 2,407,030,286	\$ 900,000,000	37.4%	\$ 328,000,000	\$ 572,000,000	\$ 120,000,000
OR	Portland, Portland-Milwaukee Light Rail Project	LRT	\$ 1,490,350,173	\$ 745,175,087	50.0%	\$ 379,510,943	\$ 165,664,144	\$ 65,664,144
TX	Fort Worth, TEX Rail	CR	\$ 1,034,411,952	\$ 499,390,221	48.3%	\$ 234,000,000	\$ 245,390,221	\$ 100,000,000
Subtotal			\$ 16,124,740,971	\$ 7,290,966,308		\$ 2,641,510,943	\$ 4,649,455,365	\$ 835,664,144
Existing Core Capacity FFGAs								
CA	San Carlos, Peninsula Corridor Electrification Project	CR	\$ 1,930,670,934	\$ 647,000,000	33.5%	\$ 172,956,593	\$ 474,043,407	\$ 100,000,000
IL	Chicago, Red and Purple Line Modernization Project Phase One	HR	\$ 2,066,702,783	\$ 956,607,772	46.3%	\$ 291,131,640	\$ 665,476,132	\$ 100,000,000
Subtotal			\$ 3,997,373,717	\$ 1,603,607,772		\$ 464,088,233	\$ 1,139,519,539	\$ 200,000,000
Other Projects That May Become Ready for Funding *							\$ 111,750,149	

The FY 2019 CIG budget request includes \$1 billion in new budget authority and \$46 million in anticipated prior year recoveries for a total of \$1.046 billion.

LRT = light rail transit, HR = heavy rail, CR = commuter rail

* The President's FY 2018 Budget Proposal included \$111,750,149 million for "Other projects that may become ready for funding" and noted, "The FFGA for the Caltrain Peninsula Corridor Electrification Project is planned to be signed shortly and the Maryland National Capital Purple Line FFGA remains under review due to pending litigation." Both FFGAs have since been signed.