

## Council meeting agenda

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Thursday, November 2, 2017

2:00 PM

Metro Regional Center, Council chamber

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**1. Call to Order and Roll Call**

**2. Citizen Communication**

**3. Presentations**

- 3.1 Parks and Nature Annual Report and Annual Oversight Committee Report [17-4916](#)

Presenter(s): Jonathan Blasher, Metro  
Dean Alterman, Oversight Committee

Attachments: [Metro Parks and Nature Annual Report](#)  
[Annual Oversight Committee Report](#)

- 3.2 Equity in Contracting Annual Report [17-4917](#)

Presenter(s): Gabriele Schuster, Metro

Attachments: [Equity in Contracting Annual Report](#)

**4. Consent Agenda**

- 4.1 Consideration of the Council Meeting Minutes for October 26, 2017 [17-4921](#)

- 4.2 Resolution No. 17-4844, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) to Add and Amend Multiple New HB2017 Awarded Projects Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (SP17-02-SEP) [RES 17-4844](#)

Attachments: [Resolution No. 17-4844](#)  
[Exhibit A to Resolution No. 17-4844](#)  
[Staff Report](#)  
[Attachment 1 to Staff Report](#)  
[Attachment 2 to Staff Report](#)

- 4.3 Resolution No. 17-4850, For the Purpose of Authorizing the Chief Operating Officer to Purchase Certain Property in the Johnson Creek and Watershed Target Area Under the 2006 Natural Areas Bond Measure [RES 17-4850](#)

Attachments: [Resolution No. 17-4850](#)  
[Exhibit A to Resolution No. 17-4850](#)  
[Staff Report](#)

- 4.4 Resolution No. 17-4852, For the Purpose of Confirming the Appointment of Patrick Ranspot and B. Jonas Biery to the Investment Advisory Board [RES 17-4852](#)

Attachments: [Resolution No. 17-4852](#)  
[Staff Report](#)

## 5. Resolutions

- 5.1 Resolution No. 17-4848, For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, the Southwest Corridor Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds [RES 17-4848](#)

Presenter(s): Ted Leybold, Metro

Attachments: [Memo](#)  
[Resolution No. 17-4848](#)  
[Exhibit A to Resolution 17-4848](#)  
[Staff Report](#)

## 6. Ordinances (Second Reading)

- 6.1 Ordinance No. 17-1408, For the Purpose of Adopting  
Amendments to Title 14 of the Urban Growth  
Management Functional Plan to Improve the Regional  
Growth Management Process

[ORD 17-1408](#)

Presenter(s): Ted Reid, Metro

Attachments: [Ordinance No. 17-1408](#)  
[Exhibit A to Ordinance No. 17-1408](#)  
[Staff Report](#)  
[Attachment 1 to Staff Report](#)

7. **Chief Operating Officer Communication**
8. **Councilor Communication**
9. **Adjourn**

## Metro respects civil rights

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### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmaha shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការការពារសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

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### Уведомление о недопущении дискриминации от Metro

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### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.



**Television schedule for Metro Council meetings**

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| <b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b><br>Channel 30 – Community Access Network<br><i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a><br><i>Ph:</i> 503-629-8534<br>Call or visit web site for program times. | <b>Portland</b><br>Channel 30 – Portland Community Media<br><i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a><br><i>Ph:</i> 503-288-1515<br>Call or visit web site for program times.     |
| <b>Gresham</b><br>Channel 30 - MCTV<br><i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a><br><i>Ph:</i> 503-491-7636<br>Call or visit web site for program times.   | <b>Washington County and West Linn</b><br>Channel 30– TVC TV<br><i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a><br><i>Ph:</i> 503-629-8534<br>Call or visit web site for program times. |
| <b>Oregon City and Gladstone</b><br>Channel 28 – Willamette Falls Television<br><i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a><br><i>Ph:</i> 503-650-0275<br>Call or visit web site for program times.                   |   |

**PLEASE NOTE:** Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site [www.oregonmetro.gov](http://www.oregonmetro.gov) and click on public comment opportunities.

Agenda Item No. 3.1

Parks and Nature Annual Report and Annual Oversight  
Committee Report

*Presentations*

Metro Council Meeting  
Thursday, November 2, 2017  
Metro Regional Center, Council Chamber





Metro

2016–17 Annual Report

# Parks and Nature



## Levy renewal provides boost for Metro's unique park system

In November 2016, voters overwhelmingly approved a five-year renewal of Metro's parks and natural areas levy, providing stable funding through 2023.

The renewal by 74 percent of voters provides a boost for Metro's unique park system, one with nature at its heart. Thanks to more than two decades of voter investments, Metro manages 17,000 acres of parks, trails and natural areas across every community in the region.

Extending levy funding will allow Metro to continue to protect clean water, restore fish and wildlife habitat and provide opportunities for people to enjoy nature close to home.

Just like the original 2013 levy, about half of the money from the levy renewal will go toward restoring and maintaining natural areas to improve water quality and fish and wildlife habitat. About 20 to 30 percent will go toward regional parks operations. The rest will go toward improving parks and natural

areas for people, grants for community nature projects, and nature education and volunteer programs.

Levy money will also be aimed at diversifying the contractors that Metro hires, as well as improving programs and facilities for underserved communities such as communities of color, low-income communities and young people.

The levy renewal is another chapter in the growth of the region's parks and natural areas system, which started to take shape in 1992 with the Metropolitan Greenspaces Plan. The plan paved the way for the 1995 and 2006 natural areas bond measures, which allowed Metro to acquire some of the region's rare and special habitat areas, provide money for capital grants and support local parks providers.

Money from the 2006 bond measure is winding down, though the renewal of the levy will buy Metro time to secure funding for the program's long-term future.

Metro's future work will be guided by the Parks and Nature System Plan, a long-term strategic plan to guide the future of the regional network that the Metro Council approved in February 2016.

The system plan lays out Metro's mission and role, the state of the portfolio, trends that will shape this work, and a slate of strategies to guide the future. The plan also provides strategic direction in investing the money that voters have approved – a long-term commitment that now totals more than \$480 million to date.

To see the impact of these investments and the opportunities ahead, listen to the stories from people on the ground. Learn more about how your tax dollars were spent from July 2016 to June 2017 to plant more than a million native trees and shrubs, provide opportunities for diverse communities to access nature, offer grants to support community nature projects – and much more.

Get the whole report online with more photos, stories and details at  
[oregonmetro.gov/parksandnature2017](http://oregonmetro.gov/parksandnature2017)

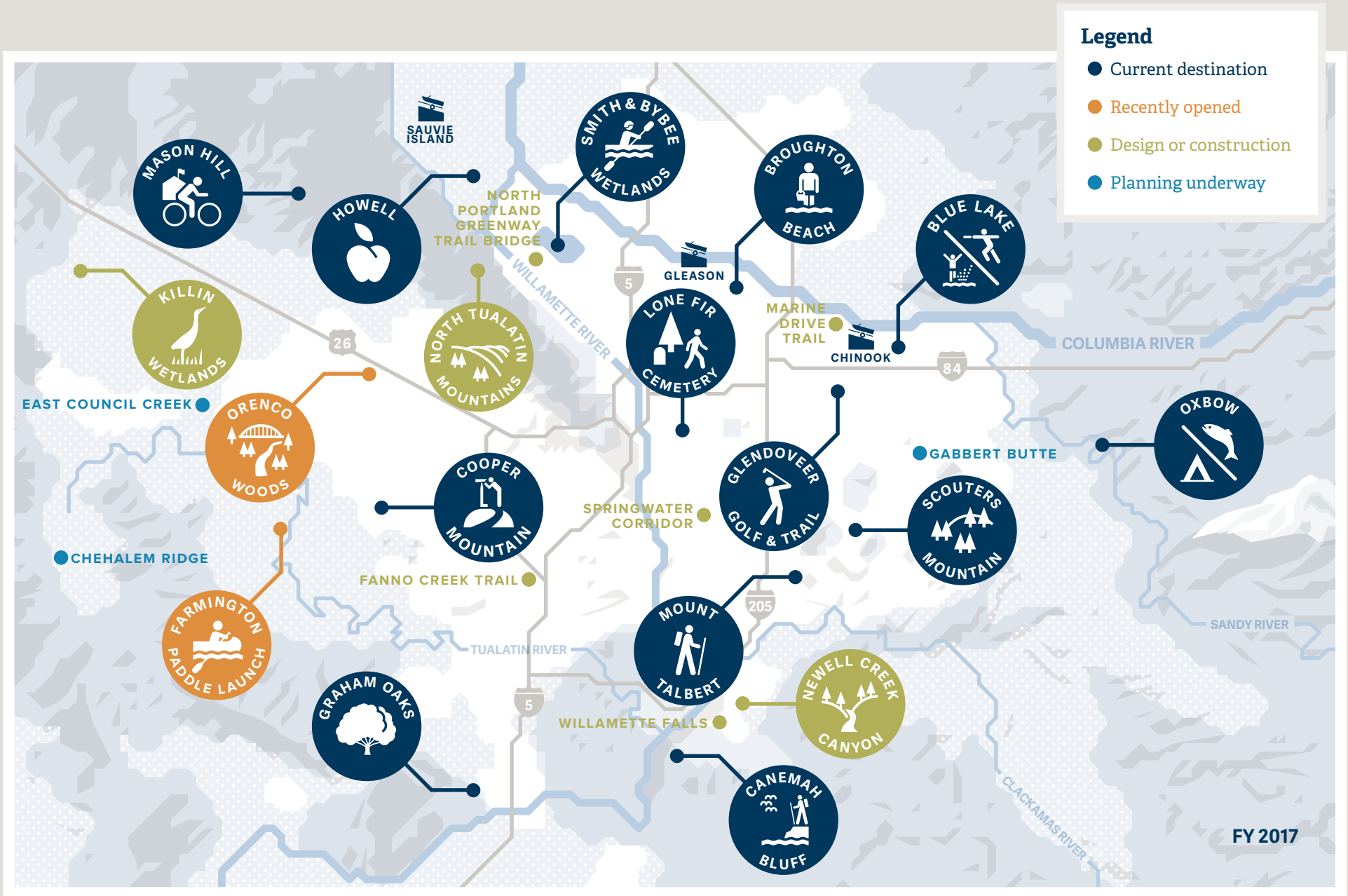


# Access to nature

Metro is expanding opportunities to hike, explore, see wildlife and learn about the landscape at voter-protected natural areas. From Newell Creek Canyon to Killin Wetlands, new destinations are taking shape.

Work is also underway to improve parks and facilities that more than 1.6 million visitors a year already enjoy. Projects focus on upgrading aging facilities, improving sustainability, and enhancing safety and security – such as

a new dock at Sauvie Island Boat Ramp and improvements for new camp sites in the works at Oxbow Regional Park.



# Diversity, equity and inclusion

Thanks in particular to the 2013 levy, Metro is providing more nature programs to historically marginalized communities, planning more inclusive parks, working to support more minority-owned, women-owned and emerging small businesses – and more.

Partners in Nature projects collaborate with organizations that serve specific cultural groups to co-create programs relevant to each community. These programs provide guided

opportunities for community members to enjoy the outdoors, introduce young people to potential careers in conservation and nurture a growing interest in nature. Metro is now working with more than a dozen culturally specific organizations through Partners in Nature collaborations.

Another initiative called Connect with Nature is contracting with Verde, a community-based organization, to develop a new approach to

designing parks that are welcoming to diverse communities. The information gathered from Connect with Nature participants is being used to plan for visitor amenities at East Council Creek Natural Area in Cornelius and Gabbert Butte Natural Area in Gresham.



## Muwafaq Alkattan: discovering nature and finding home

When Muwafaq Alkattan arrived in Oregon from Iraq five years ago with his wife, Lubna, and their four grown daughters, they had to learn not just a new city but a new culture, new pretty much everything.

Alkattan didn't have to learn or translate nature. Metro's Cooper Mountain Nature Park near Beaverton quickly became a respite, a place he didn't have to strive to understand but could just enjoy. Now, four years later, he's brought many fellow Iraqis to parks across the greater Portland region, helping them connect to nature, discover a favorite place and make this more of a home.

"Nature is part of my life," he says.

The Alkattan family fled Iraq during the war and applied for refuge in the United States. In 2012, the Alkattans settled in Tualatin.

Alkattan quickly connected with the newly formed Iraqi Society of Oregon and became a

board member. Not long after, he participated in leadership development programs at Unite Oregon, a nonprofit based in Portland that advocates for multicultural social justice issues. That led to an internship with Metro.

The internship was through a Partners in Nature collaboration between Metro and Unite Oregon that's now in its fourth year. He began photographing Metro's parks, showing the trails, views, picnic and play areas. He shared the photos on the Iraqi Society of Oregon's Facebook page in Arabic so that others in the community could know about and enjoy the parks. Then he organized outings, taking fellow Iraqis to parks across the region, introducing them to special places in their new home they might not have connected to without him.

Now, Alkattan is working on a new internship to design a system to catalogue park amenities across Metro's system.



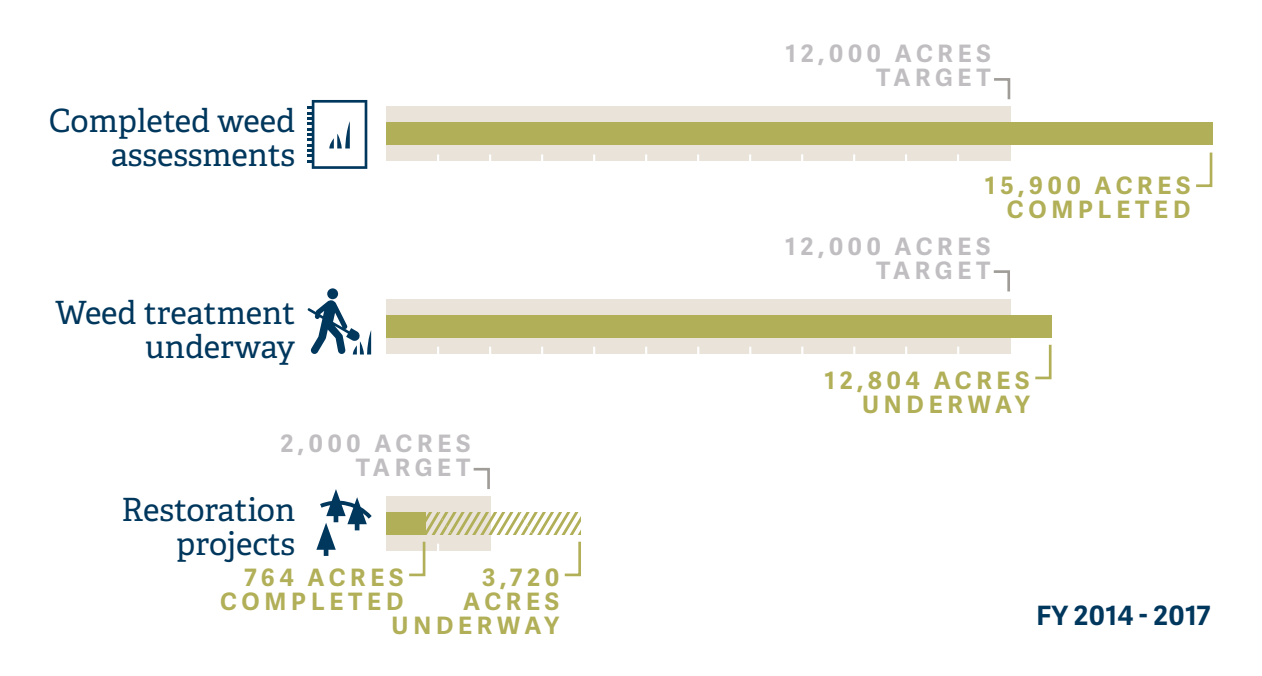
# Restoration and maintenance

Protecting clean water and restoring fish and wildlife habitat are at the core of the Metro Parks and Nature mission.

Nearly half of the money from the 2013 levy is dedicated to protecting water quality and habitat. Restoration and maintenance work includes controlling invasive weeds, planting native trees and shrubs, removing unnecessary culverts and roads, maintaining existing roads and infrastructure, decommissioning unauthorized trails, improving connections between streams and wetlands, and improving habitat for fish and wildlife.

After Metro acquires a property, a plan is drawn up as the first step of the restoration process. Invasive weeds start getting treated. Sometimes, dilapidated buildings, septic systems and other manmade structures are removed. This initial work is paid for with money from the 2006 natural areas bond measure.

Restoration takes different forms across forests, rivers, wetlands, prairies and oak savanna and other habitats. Restoration work can take years or even decades to complete, after which a site transitions to long-term maintenance.



## Native seeds, plants help restore habitat

The Big Prairie at Cooper Mountain Nature Park offers sweeping views over the Tualatin River Valley. But on a sun-scorched summer morning, Adrienne Basey, botanist and science assistant at Metro’s Native Plant Center, focuses on the earth at her feet.

She walks through tall grass searching for *Sanicula bipinnatifida*, better known as purple sanicle, a native plant in the carrot family. It’s gone to seed, so she can’t look for its flower.

“It’s fun when your eye picks up the pattern and you see things that were invisible a moment ago,” she says. Soon, she bends to a twiggy plant almost indistinguishable from the brown stalks around it.

“Yes!” she says. She’s there at the right time. The seed is ripe and ready to collect.

In fall 2016, 3,500 pounds of native seeds were sown at Metro properties. In the winter,

approximately 1,025,000 plants, live stakes and bulbs went into the ground at parks and natural areas across greater Portland. Collecting wild seed by hand is the first step in restoring oak woodlands, upland prairies, wetlands and other threatened ecosystems that are being preserved at Metro sites throughout the region.

Next, Basey heads to the pond to meet Julie Hawkins, a volunteer in Metro’s Seed Scout program. Hawkins has been trained to identify wildflowers by their seedheads and carries a GPS tracker and paper bags filled with seeds of native larkspur, iris and geranium. She has volunteered to collect seeds for six years, usually at Graham Oaks Nature Park in Wilsonville near her home.

On Hawkins’ last visit, she tied small mesh bags over the seed capsules of Tolmie’s cat’s ears. Since then, the pods have burst open and flung their dark brown seeds – but only so far as the mesh.

At the end of the morning, Basey takes the gathered seeds to Metro’s Native Plant Center in Tualatin, where they will be dried, cleaned, then planted and grown out to make more seeds.

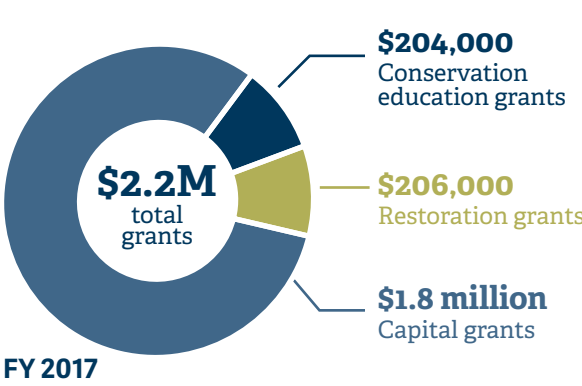
The Native Plant Center focuses on collecting seeds that are not commercially available. Some seeds come from habitats where rare and specialized plants flourish, such as the spring gold or Cascade penstemon that grow on the basalt bluffs at Metro’s Willamette Narrows south of West Linn. Others, like the seeds in the mesh bags, come from plants such as Tolmie’s cat’s ears that are rare in the metro area because development has severely reduced their habitat.

“I get really excited about seeds,” says Marsha Holt-Kingsley, the coordinator of the center. “Finding rare species, then making more – to do that conservation work feels good.”



# Community investments

Each year, Parks and Nature provides millions of dollars in grants and local share money to go toward local community nature projects. Over the last 25 years, the public – through Metro – has invested more than \$90 million to support a broad range of community nature projects across the greater Portland region, helping to acquire land, restore habitat, build visitor amenities and more. Over the past year, Metro awarded the last rounds of grants available through the 2006 bond measure and 2013 levy. Nature in Neighborhoods grants will be offered again starting in 2018, when funding from the renewed levy becomes available.



## Future nature stewards explore Columbia Slough

On a cool spring morning, 24 students from George Middle School stepped off a school bus in Kelley Point Park at the confluence of the Columbia and Willamette rivers. The seventh graders were only a few miles away from their North Portland school, but some didn’t know this park existed.

The students had come to paddle the last stretch of the 19-mile Columbia Slough before it spills into the Willamette. Their field trip was sponsored by the Columbia Slough Watershed Council’s Slough School and funded in part by a Nature in Neighborhoods grant from Metro. It would be the first time on water for many of these young students, even though they’d just built a rowboat in their science classroom.

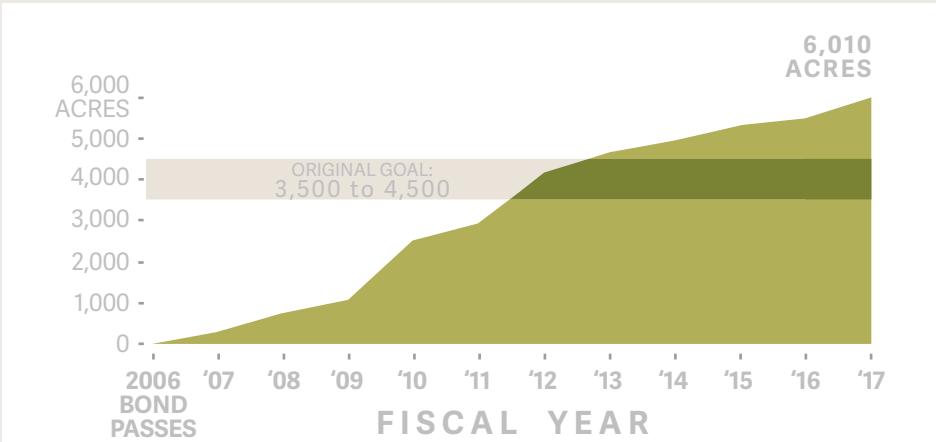
As the tandem canoes launched, the noise of industry gave way to the sounds of birds and the splashing of paddles. Some spotted geese in the cloudy sky, and a lucky few caught a glimpse of a blue heron. “Row, row, row your boat, gently down the stream,” one boatload of students sang as the four rowing crews settled into competition and teamwork.

The journey was a highlight of a multi-year focus at George introducing students to North Portland’s abundant but often overlooked natural environment. Educational activities, paid for in part with Metro grants, also extend to students in other schools within the Columbia Slough watershed.

“We want to give them an opportunity to form relationships with natural areas,” said Jennifer Starkey, the Columbia Slough Watershed Council’s education director.







Land acquisition with 2006 bond  
(CUMULATIVE)

The biggest portion of the 2006 bond measure earmarked \$168 million for land acquisition from willing sellers. More than 6,000 acres have been acquired and protected – significantly surpassing the original goal. Thanks to voters, Metro has been able to conserve some of the last swathes of native prairies, wetlands and other valuable habitat – home to rare plants and endangered or threatened fish and wildlife. Other properties fill key gaps in regional trails, providing connections for commuters, bicyclists and joggers.

Nature education  
FY 2017



6,479

Youth participants in conservation education programs



6,155

Total hours Youth Ecology Corps  
A job training program for low-income youths

Volunteers  
FY 2017



35

Sites where volunteers worked  
Target = 33 sites



12,325

Total volunteer hours at parks and natural areas

Promises made, promises kept

Metro’s system of parks, trails, natural areas and cemeteries is the demonstration of a more than a quarter century of commitment, action and investment by the region.

None of this would be possible without voter support for two natural areas bond measures and two parks and natural areas levies.

Spending from the 2006 natural areas bond measure is winding down, though money remains to acquire and protect more land and support locally significant projects.

The final year of funding from the 2013 levy is scheduled to expire in June 2018, with money from the levy renewal kicking in the next month. Continued funding from the levy renewal will build upon the successes in the first levy. More sites will be restored to provide healthy habitat. Future nature parks planned for in the first few years of the levy will soon open to visitors. And popular parks will continue to see improvements with new facilities and more programming.

The work continues. Stay tuned for next year’s annual report to track how your tax dollars are spent to improve parks and nature.



Metro Council at Blue Lake Regional Park, from left: Councilors Bob Stacey, Kathryn Harrington, Carlotta Collette, Shirley Craddick, Craig Dirksen and Sam Chase and Metro Council President Tom Hughes.

Parks and Nature spending\*  
FY 2017

|  | General fund | 2013 parks and natural areas levy | 2006 natural areas bond | Total        |
|--|--------------|-----------------------------------|-------------------------|--------------|
| Restoration/maintenance of parks and natural areas | \$2,469,446  | \$3,180,086                       | \$0                     | \$5,649,532  |
| Access to nature                                   | \$587,444    | \$1,468,365                       | \$6,307,813             | \$8,363,622  |
| Park improvements and operations                   | \$5,321,726  | \$784,213                         | \$0                     | \$6,105,939  |
| Cemeteries   | \$757,091    | \$0                               | \$0                     | \$757,091    |
| Nature education and volunteer programs            | \$117,730    | \$661,794                         | \$0                     | \$779,524    |
| Community investments                              | \$59,074     | \$1,824,762                       | \$3,662,481             | \$5,546,317  |
| Land acquisition/stabilization                     | \$0          | \$0                               | \$9,007,667             | \$9,007,667  |
| Administration**                                   | \$1,980,160  | \$4,942,823                       | \$3,878,438             | \$10,801,421 |
| Total  | \$11,292,671 | \$12,862,043                      | \$22,856,399            | \$47,011,113 |

\* Unaudited  
\*\* Administration spending includes expenses for department administration and support services, such as the Office of the Metro Attorney, the Data Resource Center and Communications.

2013 Parks and natural areas levy

Promised to voters



Actual levy spending  
THROUGH JUNE 2017



Improving public access to natural areas      Regional park operations      Nature in Neighborhoods grants      Restoring natural areas for wildlife, fish and water quality      Nature education and volunteers



**Date:** November 2, 2017

**To:** Metro Council

**From:** Natural Areas and Capital Program Performance Oversight Committee

**Re:** Annual Report 2017

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## **A report to the community from the Natural Areas and Capital Program Performance Oversight Committee**

Metro's Natural Areas Program buys land from willing sellers and supports projects in local communities to protect wildlife habitat, preserve and restore regional watersheds, and increase access to nature for the people who live in the three-county region.

In 2006, Portland-area voters approved a \$227.4 million bond measure to fund the Natural Areas Program. This is the tenth year Metro has been implementing the bond program.

Each year, as stipulated in the bond, the Natural Areas Program Performance Oversight Committee has provided independent review to guide the program. At regular meetings with Metro staff, the committee reviews the projects and acquisitions funded with taxpayer dollars to ensure the program is well-managed, staffed appropriately, utilizes effective tools and performance measures, and meets the bond's defined goals. On June 15, 2017, the Metro Council revised the Metro Code, adding responsibilities for oversight of the capital program included in Metro's 2018-2023 local option levy for parks and natural areas and changed the name of the committee to the Natural Areas and Capital Program Performance Oversight Committee to reflect its expanded role. Metro will begin expending funds from this levy July 1, 2018 and the committee will begin reporting on those expenditures in its FY 2018-2019 annual report.

This report from the Oversight Committee to voters and the Metro Council considers the progress of the Natural Areas bond program during fiscal year 2017, from July 1, 2016 through June 30, 2017. In FY 2017 the committee met three times (September 2016, January 2017 and April 2017). Seven new members were appointed by the Metro Council, in addition to naming Peter Mohr Committee Chair. Several committee members also completed their term and were acknowledged for their service.

The committee has found that each of the three primary components of the Natural Areas bond program meets or exceeds the goals set in 2006. These are summarized as follows:

### **REGIONAL ACQUISITION**

**GOAL: Acquire 3,500-4,500 acres from willing sellers in 27 target areas**

Approximately \$5.3 million was spent on land acquisition in fiscal year 2017. Total expenditures for regional acquisitions stand at \$180 million. Nearly 6,000 acres have been acquired and protected since the program started.

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Metro acquires land in 20 natural areas and seven trail or greenway corridors from target areas identified in the 2006 bond measure. Since 2007, nearly 6,000 acres have been acquired and protected, substantially surpassing the overall acreage goal of the 2006 bond.

This year, Metro acquired nearly 510 acres of natural areas and trail connections widely distributed across the region. Ten target areas were represented in the 14 new acquisitions.

## ACQUISITION HIGHLIGHTS

- Two properties were acquired in the Deep Creek target area, putting Metro nearly halfway to reaching its goal within that target area. The protection of a 47.5 acre parcel, including 5,000 feet of stream frontage, nearly doubles the acreage total for this area. Earlier in the year, Metro also secured a 1.4-acre property along the Cazadero Trail in Boring. The acquisition helps increase the value of the adjacent 40-acre Metro-owned Deep Creek Natural Area, helping preserve Deep Creek's canyons and streams. It also allows Metro to remove the remaining house immediately adjacent to the Cazadero Trail, improving the safety and visitor experience on this portion of an important regional trail.
- Additionally, staff secured two properties in the East Buttes target area. A seven-acre property closes the gaps in public ownership along Butler Ridge to create a biologically significant natural area and facilitate public access. A small, three-acre property was also acquired. It is adjacent to approximately 200 acres of open space owned by the City of Gresham, and is also located near Metro-owned Gabbert Hill east and Gabbert Butte, forming an additional 100 contiguous acres of protected land. This property will be included in the master planning effort underway to provide public access to Gabbert Butte and it is expected that it will support a future formal trail alignment.
- A little more than one acre was acquired in the Johnson Creek target area. This property includes 300 feet of creek frontage along Johnson Creek. Long term, the watershed will be better able to adapt to flood events.
- Four and a half acres were acquired in the Lower Tualatin Headwaters target area. The refinement plan states a goal of 400 acres for this target area; to date, Metro has acquired more than 300 acres.
- In the Stafford Basin target area, 82 acres were acquired on the Tualatin River near its confluence with the Willamette River. In addition, 50 acres in the Tualatin River Greenway target area will add river frontage to Metro's adjacent Heritage Pine Natural Area site, protecting almost a mile of the south bank of the Tualatin River.
- A 52-acre parcel in the Tonquin Geologic target area increased Metro's holdings in the area to more than 100 acres and provides future opportunities to expand the Ice Age Tonquin Trail. Staff noted that recent changes to the Natural Areas Program Work Plan were beneficial in completing this acquisition.
- The Westside Trail has been one of Metro's trail target areas since 1995, but land acquisition for the corridor didn't really start until the master plan was completed several years ago. Three small acquisitions moved the Westside Trail target area forward this year. One, located near Bull Mountain, will provide an important trail link. A trail easement secures land needed to continue the development of the trail as it bypasses an extremely steep slope on the north side of Bull Mountain. Securing this trail segment ensures that the City of Tigard will be able to construct this portion of the Westside Trail, connecting local residents to several natural areas and parks in the immediate vicinity including the future Sunrise Park and Cach Natural Area to the southwest, the Ascension Trail to the east, and Northview Park and Barrows Park to the north. Also in partnership with the City of Tigard, an additional acquisition secured ownership of an existing informal paved trail connection on private property.

- Metro also sold a 38-acre property that had a small house on it, receiving a 25-acre conservation easement for part of the property that Metro wants to protect. The Metro Council provides approval to sell any properties and the sale proceeds are returned to the bond program.
- Metro received a 250-acre donation from The Nature Conservancy and Mary Wade Trust in the Sandy River Gorge target area. The donation allows Metro to connect public ownership in the area; Metro now oversees nearly three miles of stream frontage and several thousand acres in the Sandy River Gorge.

## **TOPICS OF DISCUSSION/RECOMMENDATIONS**

### **Acquisition and trails dashboard reports**

The committee reviews an updated Natural Areas Program dashboard at each committee meeting. Though the 2006 bond program's acreage goal was 3,500 to 4,500 acres; nearly 6,000 acres have been acquired to date. Staff may still purchase property in target areas where the acreage goals have already been met, as there still may be unmet goals related to protection of habitat or stream frontage.

The trails portion of the dashboard displays total acres acquired; however, refinement goals for these target areas don't focus on acreage acquired but rather on other measures of progress in meeting trail corridor goals such as closing gaps in the trail corridor. Typically, many of the parcels acquired are very small; the goals are more about the connections than acreage. The committee discussed ideas for alternate ways to show progress on the trails dashboard. A new trails performance measurement system was developed that staff will begin including in the dashboard in FY 2017-2018.

In their recommendations from the FY 2016 annual report, the committee asked for a discussion about any changes in direction within individual target areas and to continue to conduct an in-depth annual review of target areas where refinement plan goals have not been met. Staff presented spending projections to the committee at the April 2017 meeting and shared current priorities. The acquisition team meets weekly and has been working on new acquisition strategies in target areas where acquisitions may have lagged in the past. Staff reported that the committee's recommendation to the Metro Council to be flexible concerning the use of "unusual circumstances" to secure remaining, strategic properties as the bond funding winds down has helped with securing a few new key properties and with their negotiating strategies.

### **Stabilization at acquired sites**

For every property it acquires Metro develops a stabilization plan that outlines how to ensure the site is put on a trajectory towards long-term ecological health. Measures include removal of invasive weeds, contaminants, unwanted structures or enhancements to make sure the property is stable before it enters Metro's inventory of sites awaiting restoration, maintenance or other improvements.

At the September 2016 and April 2017 meetings the committee received an account of Metro's stabilization program and costs, as recommended in last year's annual report.

## LOCAL SHARE

### **\$44 million allocated to local governments for park improvement projects and locally important acquisitions**

Local share expenditures were approximately \$2.1 million this fiscal year. Cumulatively, local share expenditures stand at \$43.6 million or 99 percent of the total \$44 million allocation.

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Under the local share component of the bond, \$44 million is distributed on a per capita basis to 28 cities, counties and park providers within the Metro region to fund local acquisitions, restoration projects and trail and park improvement projects.

## TOPICS OF DISCUSSION/RECOMMENDATIONS

For the past several years, the local share dashboard report has been streamlined to report only on those jurisdictions with remaining local share funds. The jurisdictions with active projects this fiscal year included the cities of Beaverton, Cornelius, Gladstone, Johnson City, King City and Portland.

With 99 percent of funds expended, the local share program is nearly complete. Over the years, some local projects have been delayed due to limited staff capacity, unavailability of willing sellers or the need to update project and master plans. The past two years, the committee has urged staff to require that local governments complete outstanding projects or allocate funds to other local park projects and that Metro not continue to extend these agreements. As a result, several local governments requested changes to their project lists to acknowledge factors that were preventing completion of their agreement with Metro. As of June 30, 2017 only Portland, Cornelius and Beaverton still had local share funds to expend on approved projects.

## NATURE IN NEIGHBORHOODS CAPITAL GRANTS

### **\$15 million for grants to community groups, non-profits and local governments for projects that “re-green” or “re-nature” neighborhoods**

As of January 2017 all \$15 million has been committed to Metro Council-approved projects.

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Nature in Neighborhoods capital grants are made to neighborhood associations, schools, non-profits and community groups for projects that preserve or restore water quality and wildlife habitat, or increase the presence of nature in urban environments.

In December 2016 the Metro Council awarded \$1.8 million to eight new projects, and increased the grant amount for one existing project, for the final round of grants. To date the Metro Council has awarded grants to 47 projects. Three have been withdrawn due to feasibility issues. Staff provided an update on the capital grant program at the January 2017 meeting, including information about the final grant award cycle.

## NATURE IN NEIGHBORHOODS GRANT HIGHLIGHTS

This year several organizations that were awarded grants in prior years executed their agreements with Metro and work began on their Nature in Neighborhood projects. Additionally, several grants were completed and celebrations held with community support in neighborhoods around the region. A few of the completed projects included Crystal Springs Restoration Partnership, Let Us Build Cully Park (Phase I), and Nadaka Nature Park.

## **OTHER OVERSIGHT COMMITTEE REVIEW**

### **Capital budgeting and bond-funded capital projects**

Agency-wide, Metro is making an effort to improve capital budgeting processes and procedures. At the November 2016 meeting, staff received feedback from the committee on the program dashboard, with special attention given to the new bond capital projects portion of the report.

Approximately \$20 million of bond funds have been dedicated to accelerate work on trail planning, park development and capital construction projects in Natural Areas bond program target areas as approved by the Metro Council in November 2014. As recommended by the committee last year, staff provided detailed updates about capital construction projects at every meeting, including an update about the Willamette Falls Riverwalk Project.

Based on recommendations from the committee in 2016, new performance measures were added to the dashboard for these capital construction projects, indicating whether the projects are on track with regard to scope, schedule and budget, including budget-to-actual costs. These capital development project performance measures are included in the Oversight Committee's dashboard report, updated and presented at every committee meeting.

During this review period, staff reported to the committee that all projects were on track except the Marine Drive Trail project, which has been delayed while an IGA is negotiated with the levee district.

### **Parks and Nature director recruitment**

At the January 2017 meeting, the committee discussed with Metro Chief Operating Officer Martha Bennett their recommendations regarding essential characteristics for the new Parks and Nature director.

### **Committee recruitment, changes to Metro Code**

With passage of the second parks and natural areas levy, the Metro Council required independent oversight of that program. Instead of creating a new committee, staff recommended adding to the charge of the Natural Areas Program Performance Oversight Committee. Some of the requirements are embedded in Metro Code and legislation was approved by the Metro Council authorizing this change, in addition to reducing the minimum number of committee members from 13 to nine, and sunseting the capital grant review committee. Council still has authority to approve new grants in the event current awards fall through or all funds are not expended.

### **Unusual circumstances**

The bond has an unusual circumstances provision for property transactions that fall outside the due diligence guidelines. These transactions require authorization by the Metro Council and the committee has requested that all unusual circumstances be reviewed annually by the committee.

Staff reported to the committee last year that the modified work plan has reduced the number of unusual circumstance transactions and has increased the efficiency of the acquisitions process. Only one transaction was approved by the Metro Council under the unusual circumstances provision this fiscal year. This was a donation from The Nature Conservancy, which went before Council as an unusual circumstance because the remoteness and ruggedness of the properties made it impossible to conduct environmental investigations required by the land acquisition work plan on all of the

properties. However, based on records from the Nature Conservancy and the results of the environmental investigations that were conducted, the Metro Council approved the donation.

### **Administrative costs**

The committee reviewed staffing levels and administrative costs at every meeting, as it does each year, and found the program to be on track to meet the requirement capping cumulative administrative costs at less than 10 percent of total bond expenditures. However, noting that for the past four years administrative costs have been over the 10 percent threshold, the committee requested a more thorough review of the program budget and staff capacity. This review will be provided at the October 2017 meeting, including information on staff allocation related to levy capital projects.

## **THE YEAR AHEAD**

The Oversight Committee will continue to review staff capacity to ensure that it is sufficient for implementing all aspects of the Natural Areas and Capital Program.

Throughout the year, the committee will continue to monitor the application of unusual circumstances in land acquisition transactions and work with staff to identify any further flexibility in the acquisition work program necessary to secure priority properties.

The committee will monitor progress of the new capital construction projects and will work with staff to ensure performance measures for these investments effectively reflect progress and highlight any risks. The committee also welcomes the opportunity to add the levy-funded capital projects to their oversight responsibilities and will work with staff to develop performance measures and reporting metrics for these new projects, consistent with the previous measures used in the reporting dashboard.

Additionally, the committee will follow up on the recommendations made in this report and will continue to assess and monitor program operations.



Agenda Item No. 3.2

Equity in Contracting Annual Report  
*Presentations*

Metro Council Meeting  
Thursday, November 2, 2017  
Metro Regional Center, Council Chamber



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*photo courtesy of Oregon Tradeswomen, Inc./Dawn Redstone*

## Why does equity in contracting matter?

Diversity in contracting plays a critical role in the success of Metro's mission to plan for the region's future and ensure that it remains a great place to live. Research shows that regions with greater racial inclusion and smaller racial income gaps attain more economic growth.<sup>1</sup> Each year, Metro spends millions of dollars on contracts with businesses that support efforts to provide public services for the residents of Clackamas, Multnomah and Washington counties. By actively involving minority-owned business enterprises, woman-owned business enterprises, service disabled veteran-owned businesses and emerging small businesses (collectively referred to as COBID-certified firms) in the pool for business opportunities, Metro helps expand economic opportunities in the region.

Inclusion also helps COBID-certified firms build capacity to compete for other public projects by providing them with experience with the public solicitation process and establishing relationships with Metro staff. This year, the Procurement Services team continued to create additional opportunities through collaboration with Metro departments, and other agencies in the Portland region to encourage COBID certification, to engage certified firms and to increase access to public contracts.

<sup>1</sup> Treuhaft, S., Blackwell, A.G., & Pastor, M. (2012). America's Tomorrow: Equity is the Superior Growth Model. Retrieved January 2016: [http://www.policylink.org/sites/default/files/SUMMIT\\_FRAMING\\_WEB\\_20120110.PDF](http://www.policylink.org/sites/default/files/SUMMIT_FRAMING_WEB_20120110.PDF)



# FY 2016-17 COBID contracting

## Summary

During FY 2016-17, Metro awarded a total of \$55,580,888 through competitive procurements and direct awards less than \$10,000. COBID-certified firms earned a total of \$8,628,714 in contract awards – representing 15.5 percent of Metro's total contracts. While this represents a slight percentage decrease over FY 2015-16, the total dollar value of awards to COBID-certified firms increased by \$735,088.

|                                      |              |
|--------------------------------------|--------------|
| Total contracts awarded              | 500          |
| Non-COBID contracts awarded          | 377          |
| COBID contracts awarded              | 123          |
| MBE contracts awarded                | 35           |
| WBE contracts awarded                | 33           |
| SDV contracts awarded                | 0*           |
| ESB contracts awarded                | 55           |
| Total contract dollars awarded       | \$55,580,888 |
| Total COBID contract dollars awarded | \$8,628,714  |
| Total spending                       | \$53,563,552 |
| Total COBID spending                 | \$7,007,355  |

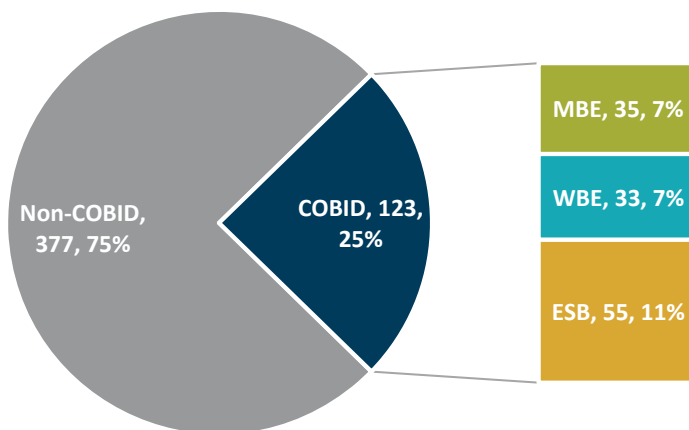
\*note that SDV certification began in January 2016 and as of June 30, 2017, there were only 39 SDV certified firms in Oregon



## Number of contracts awarded

During FY 2016-17, Metro awarded 500 eligible contracts through competitive procurements and direct award of contracts less than \$10,000. This does not include intergovernmental agreements or grants. Of the total contracts awarded, 123 went to COBID-certified firms. These awards represent 25 percent of contracts awarded, a slight increase from last year.

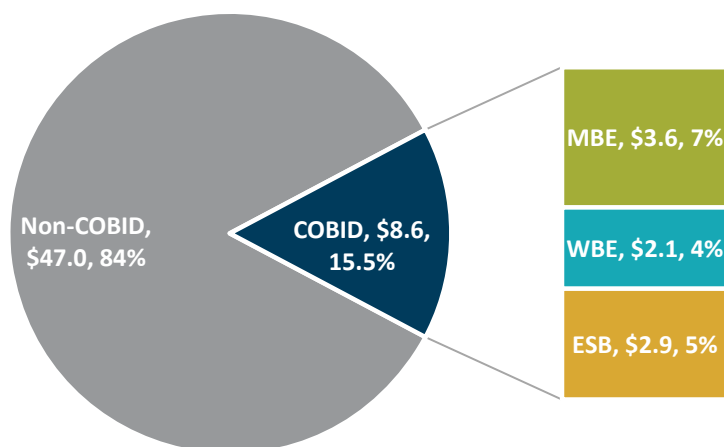
Number of contracts awarded in FY 2016-17



## Contract dollars awarded

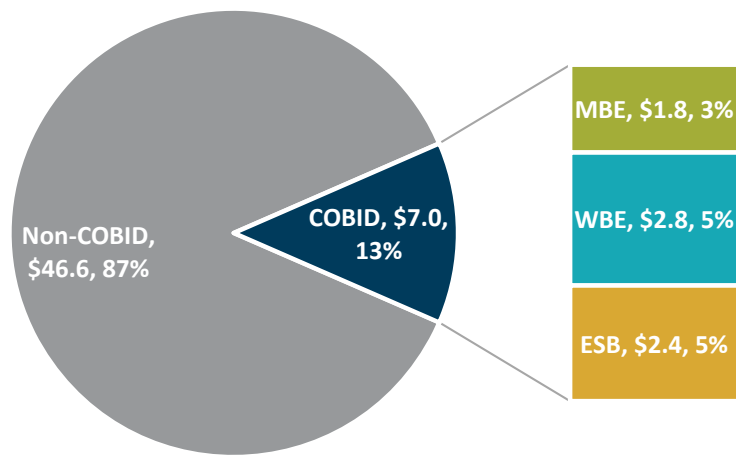
In FY 2016-17, Metro awarded \$55,580,888 through competitive procurements and direct awards less than \$10,000. COBID-certified firms earned a total of \$8,628,714 in contract awards – representing 15.5 percent of Metro's total contracts. While this represents a slight percentage decrease over FY 15-16, the total dollar value of awards to COBID-certified firms increased by \$735,088. This total contract dollars awarded increase is also matched with a higher distribution of those awards to minority-owned firms – the contract dollars awarded to minority-owned businesses was more than double last year's total. Of the amount awarded through contracts to COBID-certified firms, \$3,640,510 went to minority-owned businesses, \$2,114,404 went to woman-owned businesses and \$2,873,799 went to emerging small businesses.

Contract dollars awarded in FY 2016-17  
(in millions of dollars)





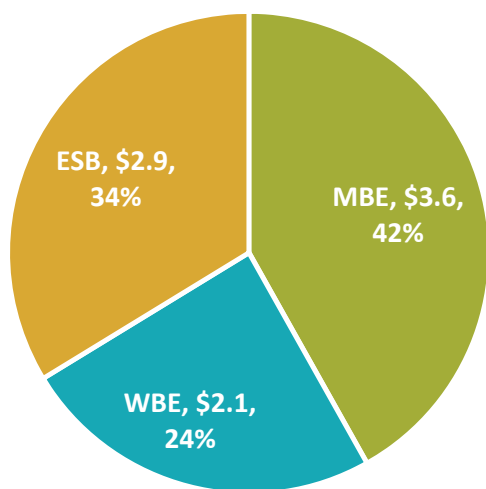
**Contract dollars spent in FY 2016-17**  
(in millions of dollars)



**Contract dollars spent**

During FY 2016-17, Metro spent \$53,563,552 through competitively procured contracts and direct award of contracts less than \$10,000. Of that, COBID-certified firms earned \$7,007,355, or 13 percent by dollar amount. Of the amount spent through COBID contracts, \$1,828,029 went to minority-owned businesses, \$2,772,037 went to woman-owned businesses and \$2,407,289 went to emerging small businesses. This represents an increase in total contract dollars spent of \$265,150, though FY 2016-17's utilization rate remained unchanged over FY 2015-16.

**Contract dollars awarded by certification in FY 2016-17**  
(in millions of dollars)



**Contract dollars awarded by certification**

During FY 2016-17, a total of \$8,628,714 was awarded to certified businesses: \$3,640,510 went to minority-owned businesses, \$2,114,404 went to woman-owned businesses and \$2,873,799 went to emerging small businesses.

## Contracting by department

The table below shows the value of COBID contracts and dollars spent by different departments at Metro. The Communications department awarded 75 percent of its total contract value to certified firms, while the Finance and Regulatory Services and Parks and Nature departments both awarded 41 percent.

The most significant spend, representing 25 percent of the department spend and 61 percent of Metro's overall COBID spending comes from the Parks and Nature department. This represents a firm dedication to equity in contracting over many years, as spending represents the results of awards made in previous years.

Other departments showing significant utilization rates include the Office of the Chief Operating Officer, Communications department, the Diversity, Equity and Inclusion division and the Council Office.

### Value of COBID contracts by department | FY 2016-17

| Department                          | Awarded            | % Awarded  | Spent              | % Spent    |
|-------------------------------------|--------------------|------------|--------------------|------------|
| Chief Operating Officer             | \$90,000           | 22%        | \$84,918           | 55%        |
| Communications                      | \$957,200          | 75%        | \$37,366           | 36%        |
| Council                             | \$0                | 0%         | \$19,743           | 23%        |
| Diversity, Equity and Inclusion     | \$0                | 0%         | \$39,174           | 27%        |
| Finance & Regulatory Services       | \$1,515,000        | 41%        | \$181,012          | 7%         |
| Human Resources                     | \$0                | 0%         | \$11,628           | 4%         |
| Information Services                | \$0                | 0%         | \$67,387           | 3%         |
| Office of the Metro Attorney        | \$0                | 0%         | \$0                | 0%         |
| Oregon Zoo                          | \$1,278,286        | 5%         | \$1,155,233        | 10%        |
| Parks and Nature                    | \$2,467,706        | 41%        | \$4,254,583        | 25%        |
| Planning and Development            | \$578,400          | 9%         | \$251,062          | 9%         |
| Property and Environmental Services | \$792,590          | 21%        | \$375,386          | 5%         |
| Research Center                     | \$75,000           | 38%        | \$0                | 0%         |
| <b>Metro Total</b>                  | <b>\$7,754,181</b> | <b>16%</b> | <b>\$6,477,491</b> | <b>15%</b> |
| Expo Center                         | \$127,256          | 10%        | \$161,062          | 17%        |
| Oregon Convention Center            | \$335,113          | 12%        | \$214,861          | 4%         |
| Portland's Centers for the Arts     | \$412,163          | 17%        | \$153,941          | 5%         |
| <b>Visitor Venues Total</b>         | <b>\$874,533</b>   | <b>13%</b> | <b>\$529,864</b>   | <b>6%</b>  |
| <b>Metro-wide Total</b>             | <b>\$8,628,714</b> | <b>16%</b> | <b>\$7,007,355</b> | <b>13%</b> |

**In FY 2016-17, Metro sponsored the following events:**

- Business Diversity Institute Minority Enterprise Development (MED) Week
- Business Diversity Institute – March Diversity Practitioners Summit
- Governor’s Marketplace
- Hispanic Metropolitan Chamber of Commerce Hispanic Heritage Celebration
- Metropolitan Contractors Improvement Partnership Trade Show
- Oregon Association of Minority Entrepreneurs Tradeshow
- Oregon Native American Chamber Annual Gala
- Philippine American Chamber of Commerce of Oregon Annual Asian Pacific Islander Leadership Night.

## Progress in Procurement Services team

In FY 2016-17, Metro continued to build on the successes of the recent years by continuing to engage in various types of outreach to build awareness of Metro programs and contracting opportunities. Metro staff participated in trade shows and expositions, attended chamber and business association meetings and hosted events for networking and to encourage certification.

Metro procurement staff provided training and learning opportunities to advance diversity in contracting, by presenting to procurement professionals, participating in panels and by attending small business training programs as guest presenters. In FY 2016-17, two procurement staff also joined executive boards of non-profit organizations supporting historically underutilized businesses: Gabriele Schuster, Procurement Manager, is Secretary for Oregon Native American Council and Tracy Sagal, Procurement Analyst, is Secretary for Business Diversity Institute.

Financial sponsorships support organizations who work with underserved business communities and help them to be more ready to compete for work with Metro. Metro’s Procurement Services team continues to work to educate Agency staff about best practices for engagement and outreach. Throughout FY 2016-17, staff looked for innovative and effective ways to increase the diversity of contracts awarded and dollars spent. This is measured through contract awards to certified businesses and dollars spent on those contracts.

New activities included a focus on policy and strategic planning that will give staff even greater tools to continue progress. The Procurement Services team updated its Strategic Plan in winter of 2017. Metro Council adopted updates to its procurement policy in April 2017 through the Metro Local Contract Review Board Administrative Rules. In May 2017, Metro Council adopted an updated Diversity Action Plan which provides an implementation structure and strengthened goals, objectives and actions for Metro to develop and improve an inclusive culture that celebrates all dimensions of diversity. All of these guiding documents integrate considerations to increase equity throughout.

## Program improvements

Over the past few years, Metro has focused on making programmatic improvements to make Metro contracts more accessible to historically underutilized firms. Those efforts culminated this fiscal year in the approval of Metro's Local Contract Review Board Administrative Rules. Equity is embedded into these rules in two ways: indirectly and directly. Indirectly, the project team considered the impact and benefit to business with each policy decision. That

means that things like minimum timelines for bid and proposal writing, and methods for supplier notification, among others, were determined based on a balance between supplier access and staff efficiency. Directly, the Administrative Rules include an Equity in Contracting section, which solidifies Metro's efforts through programmatic priorities. This section applies to all types of procurement. The rules are summarized here.

### Summary of Metro contracting rule improvements:

- COBID utilization is encouraged for small procurements less than \$10,000, or \$5,000 for public improvement work
- bids and proposals must be solicited from at least one firm representing each COBID certification for intermediate procurements up to \$150,000, or \$100,000 for public improvement work
- procurements released on ORPIN for public competition that are \$150,000 and over, or \$100,000 and over for public improvement work must also advertise in minority-focused publication
- a minimum 20 percent of points are dedicated to diversity and equity in proposal scoring
- public improvement bids are accepted from only COBID-certified firms for contracts up to \$50,000
- departments may directly award contracts for personal services up to \$50,000 to COBID-certified firms
- improved requirements for vendors to contact COBID-certified subcontractors and document those efforts, allowing Metro to reject non-compliant bids and makes non-compliance throughout the project a breach of contract
- pre-solicitation meeting required to discuss equity considerations throughout the life of the project before any formal-level solicitation is released
- departments may directly award contracts to not-for-profit organizations when both parties contribute to the decision-making process.

## Agency-wide training

The implementation of updated contracting rules required a refresher training program for procurement staff, project managers and leadership across all of Metro's departments. These trainings, reaching roughly 350 staff, included an in-depth discussion of the equity in contracting program.

## Procurement strategic plan

In winter of 2017, Procurement Services adopted an updated Procurement Strategic Plan that guides the primary efforts of the division. The plan defines four goals:

1. Strive for excellence in customer satisfaction
2. Enhance team effectiveness
3. Add value to procurements
4. Employee engagement

Within the above four goals, many strategies, actions and measures demonstrate Procurement Services' commitment to expanding equity in contracting.

### Metro is a member of:

- Asian Pacific American Chamber of Commerce (APACC)
- BESThq
- Hispanic Metropolitan Chamber of Commerce
- Metropolitan Contractor Improvement Partnership (MCIP)
- National Association of Minority Contractors Oregon
- Oregon Association of Minority Entrepreneurs (OAME)
- Oregon Native American Chamber (ONAC)

**Goal 1:** includes measuring the effectiveness of awareness-raising tools and communication in part by COBID-certified firm utilization increase (see strategy 1.4), as reported in this Equity in Contracting Annual Report. Strategy 1.5 calls for procurement training to internal staff. Metro's internal procurement trainer provides quarterly and upon-request Equity in Contracting trainings. Trainings on other procurement topics also include subject matter that reinforces behaviors and practices that make Metro's contracts and procurement process more accessible and fair for small, minority and women owned businesses.

**Goal 2:** focuses on improving the overall skills and professional proficiency of the Procurement Services team. Strategy 2.2 calls for staff development. In FY 2016-17, Procurement Services staff engaged in many training and development opportunities focused on diversity, equity and inclusion. Some highlights include staff attending the Northwest Employer Diversity Conference, American Contract Compliance Association's National Training Institute, and Metro-wide training and discussion groups surrounding leading with race.

**Goal 3:** recognizes equity in contracting as a key way for adding value to Metro's procurement process. Strategy 3.1 identifies the many actions and measures described in this report, including workshops, training and technical assistance, attending outreach activities, hosting the small business open house, and providing sponsorships to support organizations focused on supporting historically underutilized businesses.

**Goal 4:** focuses on internal communication and culture within the Procurement Services team. While this goal does not explicitly address strategies and actions for equity in contracting, the inter-personal focus of this goal is foundational to the success of those identified in the three other goal areas. With the update of this Procurement Strategic Plan, Metro's Procurement Services team has concretely declared its dedication to the efforts outlined in this report.





## Outreach: engaging the community

A large part of Metro's outreach efforts involve attending community and business organization events and familiarizing area businesses with the opportunities Metro has available. In FY 2016-17, Procurement Services staff attended regular meetings of organizations that provide support to small businesses and businesses owned by people of color and women. During these networking activities, Metro staff engaged one-on-one with business owners. These visits are a productive way to provide information about Metro, answer questions, and get feedback on our outreach activities.

### Construction Career Pathways Project

In the greater Portland area, there is a lack of diversity in the construction trades – especially across higher skilled construction occupations. People of color and women face multiple barriers in accessing and sustaining construction careers in the Portland region. To address these challenges, Metro has taken the lead in coordinating the Construction Career Pathways Project (C2P2). C2P2 brings stakeholders together at the regional level to learn more about the problem and identify strategies to provide reliable career pathways – from pre-apprentice and apprentice to journey level – for people of color and women in the construction trades.

#### Regional workforce:

- 15,000 new construction jobs in the next 10 years
- 20% of the region's workforce is nearing retirement age
- communities of color and women are under-represented.

#### Partners:

- local government agencies
- community-based organizations
- workforce investment board
- labor unions
- industry.



The project seeks to create a roadmap for government that will:

- support and grow a diverse construction workforce
- gain efficiencies in public construction projects
- promote equitable growth in the region's economy.

The project includes four key activities:

- regional construction workforce market study to assess the region's construction workforce supply and demand outlook to better understand its overall capacity to meet growing demand, existing opportunities for future workforce growth, and meaningful areas of cooperation between partners
- community engagement work to understand what equity looks like in the construction trades and the necessary levels of investment required to support vibrant communities and a prosperous region

- regional public owners work with partner agencies to identify tools and policies that meet the needs of community, remove barriers and create equitable job opportunities in the trades
- apprenticeship development to maximize opportunities and retention strategies for laborers of color, for example, the Hyatt Regency Hotel project at the Oregon Convention Center.

Metro also served on the planning committee for the 2016 Diversity in the Construction Trades Summit, and is participating in the planning committee for the 2017 Summit. The summit brings the workforce diversity conversation to a larger audience and builds on the foundation of collaboration throughout the region with an opportunity for dialogue between procurement staff, project managers, general contractors and others involved in workforce diversity in contracting.



#### 4th Annual small business open house

Metro partnered with Multnomah County again to host the small business open house on Feb. 22, 2017. Metro and Multnomah County staff hosted tables and provided information about projects and business opportunities to more than 200 participants of the small business community. This year the open house also featured breakout workshops on topics such as major project opportunities and how to do business with Metro and Multnomah County. Two additional workshops were provided by COBID certified business owners who got the opportunity to highlight their skills while providing key information to attendees. Mariette Blay of Blaze Tax Services, LLC provided a workshop on back office and business tax preparation, and Mazarine Treyz of Wild Social Media provided a communications training on social media. Trainings were rounded out with a proposal consultation with the pros session that offered attendees the opportunity to register for a 15 minute time slot to review elements of their proposal template with consultants hired by Metro. Business resource providers, including ORPIN, COBID, Health Insurance Marketplace and Small Business Assistance, were also in attendance. The open house events are an opportunity for businesses to get a deeper understanding of the projects available and of how to bid and propose on public sector work.

*“Excellent information and assistance on how to find out about opportunities as well as establishing contacts for subsequent business postings! I am excited to get started.”*

*“Again, it was excellent. For people who are new to the procurement process, this event opened a door on how to show interest and compete for business opportunities. It demystifies the bidding process.”*

*“This is government at its best and so refreshing to see how it extends itself to the community in joint partnership. I want to provide services and or even explore opportunities with Metro as a result of this Open House. I believe I have some experiences and skills that could be of great value to Metro and wish to extend my deep appreciation for having this program. Simply, Well done!”*

*- Attendee feedback from February 2017 open house event*

### Recognition

In FY 2016-17, Metro staff was recognized by Oregon Tradeswomen Inc. as valuable community partners. Both Gabriele Schuster, Procurement Manager, and Riko Tannenbaum, Procurement Analyst, were presented with the Outstanding Volunteer recognition from Oregon Tradeswomen Inc. for their participation in and support of events throughout the year.

### Trade shows and expositions

Metro also hosted tables at and attended a number of trade shows and expositions. These events allow businesses to network and learn about chambers, business associations, large businesses with subcontracting opportunities, and public agencies. Hosting a table at trade shows is another way to provide information about how to do business with Metro. This year, Metro attended the OAME Trade Show, Oregon Tradeswomen's Women in Trades Career Fair, the MCIP Trade Show, Governor's Marketplace and BESThq's Business Expo West.

### Hosting events at Metro

Metro continues to host the bi-monthly National Association for Minority Contractors Oregon (NAMC Oregon) meetings at the Metro Regional Center. NAMC Oregon supports minority and women construction and trade contractors and provides technical support to their members. Procurement Services staff regularly participates in NAMC Oregon meetings and shares information about business opportunities and connecting with Metro project managers. Metro also hosts Oregon Native American Chamber (ONAC) bi-monthly luncheons at the Metro Regional Center. ONAC works with the community to advance educational and economic opportunities for Native Americans in Oregon and Southwest Washington. Metro project managers and department staff are invited to attend and participate on a consistent basis.







photo courtesy of Diego G. Diaz

## Meet and Certify

Meet and Certify events provide an opportunity to collaborate with other public agencies and business support organizations to engage with small business owners who are not yet COBID certified, or have not yet entered into public contracting. These smaller events provide a more intimate environment for attendees to network with Metro staff and learn about the services available to them. The location is also key. These events target businesses that are located outside of the Portland core and provide engagement opportunities in the more distant communities in the Metro region. This approach has proven successful, as these events provide an opportunity for Metro to develop new relationships with many of the attendees. In FY 2016-17, Metro held Meet and Certify events in Beaverton, Hillsboro, Rockwood and Woodburn. Each event attracted about 50 attendees, most of whom had never contracted with Metro. Based on the success of these events, Metro is planning to continue to participate in Meet and Certify engagement opportunities.

### Meet and Certify event participants

Andersen Construction  
Besthq  
Certification Office of Business  
Incusion and Diversity (COBID)  
City of Beaverton  
City of Hillsboro  
City of Woodburn  
Government Contract Assistance  
Program  
Hillsboro Chamber of Commerce  
MercyCorps  
Merit  
Oregon Department of Transportation  
Oregon Procurement Information  
Network (ORPIN)  
Oregon Secretary of State  
PDXProcurementSearch.com  
Reynolds School District  
Small Business Administration  
Woodburn School District

# Bid and proposal writing workshops

One of the biggest hurdles for qualified businesses to win contract awards with public agencies is navigating the bid and proposal preparation process. The skills required to complete bids and proposals for public agencies are often unrelated to the businesses' core services. Metro responded to requests from the COBID community for specific training for contractors to improve their skills in bid and proposal preparation.

Metro's Procurement Services team provided three bid and proposal writing workshops for small businesses meeting the State of Oregon COBID certification criteria. The workshops are presented by a consultant team. Attendees qualify for two hours of Metro-sponsored technical bid or proposal writing assistance from the consultant team. Metro also partnered with Oregon Department of Administrative Services to host an ORPIN training for businesses.

FY 2016-17 workshops provided:

- professional services proposal writing workshop
- doors, window hardware and replacement bid writing workshop
- ORPIN training
- general proposal writing workshop.

Metro plans to continue to provide workshops on a quarterly basis as opportunities align. Businesses who have attended the workshops improved their ability to prepare responsive and competitive bids and proposals and, as a result, many have won Metro contracts. In FY 2016-17, Metro awarded 16 contracts valued at \$1,097,057 to previous workshop attendees. In total, Metro has awarded 35 contracts valued at \$1,902,150 to workshop attendees since beginning the program.

## Oregon Zoo Bond program

The Oregon Zoo Bond program and its contractors engage in a variety of activities to increase equity in contracting and utilization of COBID-certified firms. FY 2016-17 saw the opening of the Education Center and early work on Polar Passage, Primate Forest and Rhino habitat, which were all combined into a single project.

### Education Center

The Education Center at the Oregon Zoo opened on March 2, 2017. The construction manager and general contractor (CM/GC) for the project was Fortis Construction LLC, a former ESB that has since grown to become the Portland metro area's third largest general contractor. Fortis exceeded its COBID utilization forecast of 26.7 percent with a total of 29.3 percent COBID utilization, representing \$4,232,148 as of June 30, 2017. This utilization rate is the result of work with 14 COBID-certified sub-contractors, and

exceeds the Zoo Bond Program's overall aspirational goal of 15 percent, which is the result of Fortis' strong outreach and relationships with certified firms, as well as collaborative engagement efforts with Metro to encourage bidding by certified firms.

### Polar Passage, Primate Forest and Rhinos

Still in the design phase, the CM/GC contract was awarded to Lease Crutcher Lewis. Like with Elephant Lands, Lease Crutcher Lewis included a COBID-certified firm as an integrated part of the CM/GC team on a mentorship. Kodiak Pacific Contractors, WBE, is a local earthwork company that will develop a preliminary work plan for the earthwork and excavation scope, and will provide budgeting and constructability review for the site work package. The project design, led by CLR Design, has a projected COBID utilization rate of 26.8% as of July 30, 2017.

# Marketing and solicitation of bids

## ORPIN – Oregon Procurement Information Network

Metro's Procurement Services team has made a concerted effort to inform COBID-certified firms about business opportunities and to solicit bids and proposals. In 2013, the team implemented ORPIN, the State of Oregon's electronic solicitation and bidding system, in order to reach a wider range of COBID-certified firms. Staff continued to share information about how to use ORPIN and how to discover business opportunities at minority business chamber meetings, outreach events, individual meetings, and through advertising campaigns in minority-focused publications. For all formal procurements over \$150,000, Metro posts solicitations on ORPIN and advertises in one general circulation publication and at least one local minority-focused publication.

## PDXProcurementSearch.com

In addition to ORPIN, Metro publicizes open opportunities through PDXProcurementSearch.com. The website provides keyword search capabilities for all of Metro's opportunities posted on ORPIN. The ESB certified company was formed by owner and developer, Steve Havelka, who saw that matching capable companies with open opportunities through industry classification codes, such as NIGP and NAICS, was becoming less effective in today's modern economy. Many businesses do not quite fit into the traditional industry categories, and therefore, are in danger of missing valuable opportunities for public contracts. PDXProcurementSearch.com provides keyword search capability of all published Metro opportunities, allowing businesses to more easily determine which opportunities are relevant. The service also provides RSS feeds and push notifications to businesses based on those keywords. Metro was one of the first agencies to sign on with PDXProcurementSearch.com in 2015, and by the end of FY 2016-17, 13 agencies had signed up with the service. As more agencies join, the website grows more effective at bringing awareness to Metro's contracting opportunities.

PDXProcurementSearch.com registered 1,184 unique search users in FY 2016-17. The 148 Metro opportunities listed on the site displayed to those users a total of 261,447 times as search results. That resulted in 9,836 direct views of Metro's open projects. "Metro" was also among the top 15 keywords searched.

## Finding Metro contract opportunities

Although state law only requires agencies to contact three businesses to bid or propose on contracts under \$150,000, Metro provides additional opportunity for firms to win work by releasing opportunities of more than \$10,000 on ORPIN.

This means Metro's opportunities are available for any certified firm to bid or propose.

Businesses receive the opportunities through automated email notifications using commodity codes for different work categories. ORPIN reaches more than 70,000 businesses and contractors, of which roughly 3,700 are COBID-certified firms.

Publications where advertisements for contracts are published include:

- Portland Observer
- The Scanner
- Asian Reporter
- El Hispanic News
- Portland Tribune
- Oregon Procurement Information Network (ORPIN)

# A Metro-wide approach of diversity, equity and inclusion

Metro's focus on diversity, equity, and inclusion goes beyond procurement and contracting – the effort is part of a broader initiative across Metro to examine and update internal operations and external programs. Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion (Equity Strategy) identifies five long-term strategic goals. Each of these five strategic goals is defined through specific objectives and actions.

Metro's Equity Strategy identifies racial equity as the approach to ensure that all people who live, work and recreate in the Portland region have the opportunity to share in and help define a thriving, livable and prosperous place.

Read more about the Equity Strategy at [oregonmetro.gov/equity](http://oregonmetro.gov/equity).

## Metro's contract utilization reporting method

To improve the accuracy of measuring diversity efforts, Metro's utilization reporting method removes work that cannot reasonably be performed by a COBID-certified firm from the utilization rate calculation. This method of reporting is common. The data used in this report does not include work contracted through the Zoo Bond program, which will compile a separate report.

Metro excludes the following types of contracts and payments from the calculation:

- services provided by another public agency that do not compete with the private sector. Services for which there is a single or limited group of businesses, none of which are COBID-certified
- services mandated by ORS to be provided by qualified rehabilitation facilities.



# Metro's Equity in Contracting program at work

## Business spotlight: R Franco Restoration, Inc.

### Working with R Franco Restoration

Metro has worked with natural resource management contractor R Franco for the almost two decades. The firm, and its owner, Rosario Franco, offer a wide range of services that are needed by Metro's Parks and Nature Program, ranging from plant installation and weed abatement to wildfire response. Rosario is a highly dedicated professional who constantly scrutinizes the quality of work done by his staff, and the effects of the treatments they perform. The firm is an extremely valuable resource to our agency, and R Franco's influence on Metro's natural area portfolio has been significant.

*-Curt Zonick, Metro project manager*

### Proposal writing workshop

In preparation for this solicitation, Metro hosted a proposal writing workshop for COBID-certified and -eligible firms. The workshop focused on improving the firms' ability to prepare responsive, competitive proposals. The workshop was presented in partnership with state representatives from COBID and ORPIN. Attendees were eligible for three hours of one-on-one proposal writing assistance. With the help of this workshop, the solicitation resulted in 64 percent contract awards to COBID-certified firms.



### R Franco Restoration, Inc.

Rosario Franco, President  
rfranco restoration@hotmail.com  
503-580-3988  
MBE, ESB #5469

### Business specialties

Restoration and preservation of:

- natural areas
- river banks
- parks
- wildlife habitats
- forests
- wetlands.

### Contract awarded

Contract value: \$1.5 million for services:

- manual and mechanical site preparation, seeding and maintenance
- planting
- forest stand management
- prescribed burn and wildfire response services
- project management.

### Working with Metro

I started working with Metro back in the 90's. I was also the first contractor that started doing restoration Work at Metro.

*-Rosario Franco,  
R Franco Restoration*



## **McDermott Fence & Construction**

Diane Sowle, President  
diane@mcdermottfence.com  
503-256-3060  
WBE, ESB, DBE #5402

### **Business specialties**

- fencing and enclosures
- chain link, wood and vinyl
- gates (standard and custom)
- animal enclosures.

### **Contracts awarded**

McDermott Fence & Construction holds four contracts with Metro for a variety of work, including zoo animal enclosures, construction fencing and natural areas fencing.

McDermott Fence & Construction has won three contracts through Metro's COBID Marketplace program.

Over the years, McDermott Fence & Construction has held 20 different contracts with Metro for more than \$1.1 million of work.

## **Business spotlight: McDermott Fence & Construction**

### **Working with McDermott Fence & Construction**

"McDermott fence has a very skilled staff from the office to the field. The employees that I have dealt with over the years are dedicated, honest, loyal and always act in a professional manner. They work with us regularly to develop and build specialty caging and containment for many different animal species. They have learned and understand the codes and requirements for animal containment and build caging and fencing to meet both. They are one of the best companies all around that I have worked with."

*- Randy Whitworth, Metro project manager*

### **COBID Marketplace program**

For construction projects under \$50,000, Metro solicits competition only among COBID-certified firms. This provides certified firms with access to smaller Metro contracts through competition with other similarly-sized firms. The experience that firms gain through COBID Marketplace contracts help them become better able to compete for larger contracts.

## Business spotlight: Brink Communications

### Working with Brink Communications

Brink Communications is our Willamette Falls Legacy Project team's go-to source for valuable strategic advice for all things communications and media-related. The firm has a well-rounded staff of experts we work with to produce compelling content, which in turn helps us to keep stakeholders and community members informed and engaged. We recently worked with Brink on a campaign to raise awareness of our project. We produced a refreshed 60-second project video shown in movie theaters throughout the Portland region over the holidays! Be sure to check out the video on our homepage [rediscoverthefalls.com](http://rediscoverthefalls.com)

- Lisa Konkola, Metro project manager

### Outreach to COBID-certified firms

Brink's major contracts with Metro are the result of focused outreach efforts, including:

- announcing opportunities at Metro's annual small business open house
- offering one-on-one meetings to discuss the procurement process
- direct notification of contract opportunities
- optional pre-proposal meeting to clarify questions
- writing request with small businesses in mind.



### Brink Communications

Leslie Carlson, Principal  
[leslie@brinkcomm.com](mailto:leslie@brinkcomm.com)  
503-805-5560  
WBE, ESB, DBE #57790

### Business Specialties

- marketing strategy and communications
- public relations
- branding
- graphic design
- social media.

### Contracts awarded

Brink holds five contracts with Metro for a variety of marketing, communications, design and strategic communications, including for the Willamette Falls Legacy Project.

Total value of contracts: \$1.2 million



## Work with Metro

### Common contracts include:

- construction and maintenance
- architecture and engineering
- forestry and landscaping
- food service and supplies
- professional, technical and scientific services
- goods, manufacturing and supplies.

### Contracting thresholds

**Up to \$10,000** – competitive solicitation is not required. Utilization of minority, women-owned and **emerging small businesses is strongly encouraged.**

**More than \$10,000** – solicitations are posted on ORPIN.

### To become a vendor with Metro, businesses must:

1. Maintain legal aspects of business to enter into contracts and contracts and transact business in the state of Oregon.
2. Demonstrate compliance with Metro's Equal Employment and Nondiscrimination Clause, as outlined in our solicitation documents.

## Getting started:

- register with ORPIN
- get certified through COBID
- visit [oregonmetro.gov/contracts](http://oregonmetro.gov/contracts) for workshop and training opportunities
- attend Metro's annual small business open house event
- scan the Portland Tribune and various community newspapers for Metro bid opportunities
- network with small business associations such as Oregon Association of Minority Entrepreneurs (OAME), Business Diversity Institute (BDI) and others.

## How to ensure quote, bid or proposal acceptance:

- submit quotes and bids to the Metro reception desk prior to the solicitation closing date and time. This requirement is strictly enforced
- be a responsive, responsible bidder or proposer
- make sure your bid and proposal documents are complete and contain all requirements and information including any forms requested in the solicitation document
- double-check your documents before submitting.

## Procurement Staff at Metro

### Gabriele Schuster

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Gabriele.Schuster@oregonmetro.gov  
503-797-1577

### Tracy Sagal

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### Jon Deveaux

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### Julie Hoffman, CPPB

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### Karen Slusarenko, CPPB

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503-797-1809

### Kim Bardes, CPPB

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Kim.Bardes@oregonmetro.gov  
503-797-1613

### Riko Tannenbaum

Procurement analyst  
Riko.Frohnmayr@oregonmetro.gov  
503-797-1615

For more information about business opportunities at Metro, visit Metro's Equity in Contracting website:

[oregonmetro.gov/how-metro-works/contract-opportunities/equity-contracting](http://oregonmetro.gov/how-metro-works/contract-opportunities/equity-contracting)



Metro brings people together to shape the future of greater Portland and provides places, services and tools that work best at a regional scale. Led by an elected council, this unique government gives Oregonians a voice in their community.

### **Parks and nature**

Metro protects clean water, restores fish and wildlife habitat, and connects people to nature across 17,000 acres of parks, trails and natural areas – and the Oregon Zoo.

### **Land and transportation**

Metro plans for new homes, jobs, transportation options and access to local businesses and parks.

### **Garbage and recycling**

Metro manages the garbage and recycling system and is a resource for information about safe disposal and ways to reduce waste.

### **Arts and events**

Metro runs the Oregon Convention Center, Portland Expo Center and Portland's Centers for the Arts.

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

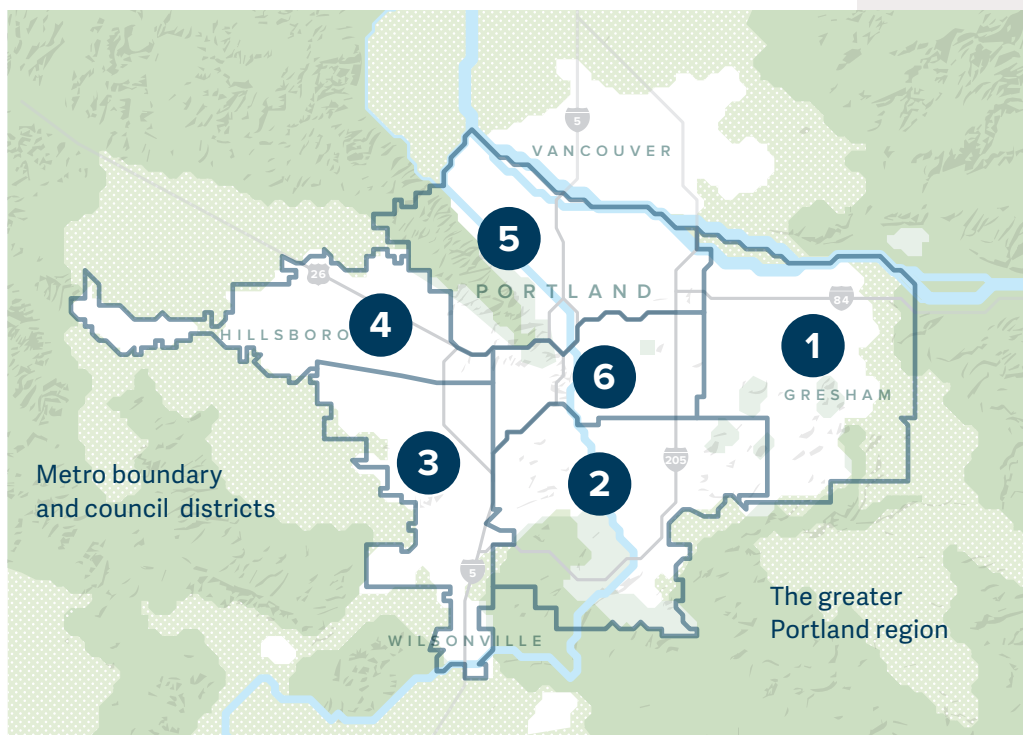
Bob Stacey, District 6

### **Auditor**

Brian Evans



[oregonmetro.gov](http://oregonmetro.gov)





Agenda Item No. 4.1

Consideration of the Council Meeting Minutes for October 26,  
2017

*Consent Agenda*

Metro Council Meeting  
Thursday, November 2, 2017  
Metro Regional Center, Council Chamber

Agenda Item No. 4.2

**Resolution No. 17-4844**, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) to Add and Amend Multiple New HB2017 Awarded Projects Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (SP17-02-SEP)

*Consent Agenda*

Metro Council Meeting  
Thursday, November 2, 2017  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

|                                       |   |  |
|---------------------------------------|---|--|
| FOR THE PURPOSE OF ADDING OR AMENDING | ) | RESOLUTION NO. 17-4844                 |
| EXISTING PROJECTS TO THE 2018-21      | ) |  |
| METROPOLITAN TRANSPORTATION           | ) | Introduced by: Chief Operating Officer |
| IMPROVEMENT PROGRAM TO ADD AND        | ) | Martha Bennett in concurrence with     |
| AMEND MULTIPLE NEW HB2017 AWARDED     | ) | Council President Tom Hughes           |
| PROJECTS, PLUS TO ADD OR AMEND 2018   | ) |  |
| MTIP PROJECTS THAT REQUIRE            | ) |  |
| IMPLEMENTATION CORRECTIONS (SP17-02-  | ) |  |
| SEP)                                  | ) |  |

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

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

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

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

WHEREAS, House Bill 2017 provides additional funding for projects named in the bill and for bridge, pavement, culvert, seismic and safety projects, plus represents Oregon's new long range transportation program; and

WHEREAS, the Oregon Transportation Commission approved all 115 HB2017 named, programmatically funded, and directed/conditioned projects during their September 22, 2017 meeting; and

WHEREAS, HB2017 identifies a total of thirty-one named, programmatically funded, and directed/conditioned projects in ODOT Region 1 representing a transportation funding investment of approximately \$337 million for the region between 2018 and 2023; and

WHEREAS, out of the thirty-one projects in Region 1, twenty-three fall within the Metro MPO boundary area representing a HB2017 transportation funding investment of approximately \$312 million that consist of Preservation, Bridge maintenance/rehab, Interstate Maintenance, and Freight projects; and

WHEREAS, thirteen of a total of twenty-three HB2017 named, programmatically funded, and/or directed/conditioned MPO area projects are now ready to be amended into the 2018 MTIP; and

WHEREAS, two directed/conditioned HB2017 projects that are part of the September 2017 Formal MTIP Amendment are required to immediately add funding for needed Preliminary Engineering activities; and

WHEREAS, the September 2017 Formal Amendment to the new 2018 MTIP also includes several “clean-up” project amendments to ensure the new MTIP and STIP balance and match-up; and

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

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

WHEREAS, the MTIP’s financial constraint finding is maintained as all projects proof of funding has been verified; and

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

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

WHEREAS, TPAC received their notification and recommended approval on September 29, 2017 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 19, 2017 to formally amend the 2018-21 MTIP to include the September 2017 Formal Amendment bundle consisting of fourteen HB2017 related projects and eight MTIP correction amendments.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2017.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 17-4844



| <p>Proposed September 2017 Formal Amendment Bundle<br/>Special Formal MTIP Amendment in Support of the new HB2017 Approved Projects &amp; Required Clean-up Project Changes<br/>Amendment Type: <b>FORMAL, SP17-02-SEP</b><br/>Total Number of Projects: 22</p>   |             |   |   |
|---|-------------|---|---|
| ODOT Key  | Lead Agency | Project Name  | Required Changes  |
| <p>List of HB2017 Named Projects being added or amended to the 2018 MTIP<br/>Note: The below list of HB2017 projects does not represent the entire list for the Metro boundary area. Additional HB2017 named and awarded projects will be submitted for 2018 MTIP inclusion or amendment through the October and November 2017 formal amendments.</p> |             |   |   |
| #1<br>TBD<br>NEW  | ODOT        | I-205 Paving Project  | Add full new project to the 2018 MTP with funding from HB2017. The project is a subcomponent to the larger HB2017 I-205 CBOS-ATMS project (Approved in the August formal amendment). It will complete required non-capacity rehab/maintenance paving activities at the end of the construction phase.   |
| #2<br>19763   | ODOT        | I-84: GRAHAM ROAD BRIDGE REPLACEMENTS<br>(MTIP: Replace bridges #07046 & 07046A)  | Cost increase:<br>Adds \$3,000,000 of HB2017 funds to FY 2018 in the construction phase to address construction phase funding needs. Total project cost increases from \$15,394,714 to \$18,394,714. Cost increase = 19.4%. ODOT request is to process as a formal amendment.   |
| #3<br>TBD<br>NEW  | ODOT        | <del>Powell Jurisdiction Transfer (Phase I, II, &amp; III)</del><br>Powell Blvd: I-205 - 176th Multi-Modal Improvements | Add new project that will widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Note: Project name is updated from HB2017 name to meet MTIP and STIP requirements. |
| #4<br>TBD<br>New  | ODOT        | OR217: SW 72nd Ave – SW Scholl's Ferry Rd<br>(OR210) NB Auxiliary Lane  | Add new HB2017 awarded project to the 2018 MTIP. This amendment will <b>add only the PE phase totaling \$9.4 million</b> . Project was submitted for inclusion in the 2018 RTP. Full project will be added in early FFY 2019. The project's primary scope is to construct an auxiliary lane on NB OR217 from SW 72nd Ave to Scholl's Ferry Rd.                                    |
| #5<br>18772   | ODOT        | OR212: SE RICHEY RD - US26  | Add HB2017 awarded funding to prior obligated PE phase. Combine State STP-FLEX and match from Key 18764 into Key 18772.   |



|   |      |   |  |
|---|------|---|--|
| #6<br>18764   | ODOT | OR212: N Deep Creek Culvert                   | Canceled project: Key 18764 is being combined into Key 18772.  |
| #7<br>19355   | ODOT | OR212: ROCK CREEK - RICHEY RD                 | Add HB2017 funding (As ADVCON) to increase project costs that will address funding shortfalls for the project  |
| #8<br>19356   | ODOT | OR212: UPRR STRUCTURE - ROCK CREEK            | Add awarded HB2017 (programmed as ADVCON & match) to the construction phase to address the phase cost increase |
| #9<br>TBD<br>NEW  | ODOT | OR213: FOSTER - LINDY                         | NEW project. Funding is all HB2017. Add under ADVCON   |
| #10<br>20299  | ODOT | US26: Sylvan - OR217                          | Existing project. HB2017 address phase funding shortfalls  |
| #11<br>20435  | ODOT | OR99W: I-5 - McDonald St                      | HB2017 awarded project. Adding \$1,000,000 of awarded HB2017 to the construction phase                         |
| #12<br>TBD<br>NEW   | ODOT | OR99W: McDonald - Fischer Rd                  | Add new HB2017 name project to the 2018 MTIP and STIP awarded with \$8,100,000 of HB2017 funds.                |
| #13<br>20300  | ODOT | US26:OR217 - Cornell Rd                       | Adding total HB2017 award of \$994,864 to PE and construction phases using the ADVCON fund type code.          |
| #14<br>19701  | ODOT | I-5 Broadway/Weidler Interchange Improvements | Adding HB2017 conditioned funding (National Highway Freight Program (NHFP) funds) to the PE phase in 2018      |
| <b>End of HB2017 Projects included in the September 2017 Formal Amendment to the 2018 MTIP</b><br><b>Total number of HB2017 awarded projects included: 15</b> |      |   |  |

#### 2018 MTIP Projects Requiring Corrections form initial programming in the draft 2018 STIP and 2018 MTIP

##### Notes:

1. The draft 2018 MTIP was completed and "locked-down" to complete required public notifications, traffic modeling, and air conformity analysis as of April 1, 2017. No further changes to submitted projects were allowed to be made.
2. While the 2018 draft STIP also was completed and technically in lock-down, changes continued to projects the 2015 STIP. Several 2018 STIP projects were advanced into the 2015 STIP and 2015 MTIP. Funding and scope changes also continued to occur to the 2015 STIP projects that had been carried over into the 2018 STIP and MTIP.
3. This has resulted in a disconnected 2018 STIP and 2018 MTIP. All projects do not match as originally submitted.
4. With approval of the 2018 MTIP and 2018 STIP, multiple correction amendments to the 2018 MTIP will begin to reconcile the noted project discrepancies to ensure both the approved 2018 STIP and MTIP completely match-up as federal regulations require.
5. The following projects included in the September 2017 Formal Amendment represent the first group of projects requiring corrections, or are new projects being added to the 2018 MTIP.

| Beginning List of 2018 MTIP Project Clean-up Amendment Actions |             |  |  |
|--|-------------|--|--|
| ODOT Key   | Lead Agency | Project Name                                       | Required Changes   |
| #15<br>TBD<br>NEW  | Gresham     | East Multnomah County Road Connections ITS Project | Add new ITS project for the city of gresham to the 2018 MTIP. Approved TSMO project from the 12016-18 RFFA program   |
| #16<br>16986   | Gresham     | Division Street Corridor Improvements (Gresham)    | Re-add to 2018 MTIP with prior obligated PE funding and new \$100k for additional PE activities  |
| #17<br>TBD<br>NEW  | ODOT        | I-5 Columbia River (Interstate) Bridges            | Add this new bridge pre-trunnion replacement maintenance project to the 2018 MTIP  |
| #18<br>19794   | Portland    | SE 122nd Ave: Johnson Cree Bridge Replacement      | The amendment deletes the ROW phase, adds a UR phase, and increases the construction phase   |
| #19<br>18022   | Portland    | Foster Rd Streetscape: SE 50th – 92nd Ave          | Re-add to 2018 MTIP to add construction phase to 2018 enabling the phase to obligate the funds before the end of 2017 and be ready to go to bid during January 2018. |
| #20<br>19300   | Portland    | North Rivergate Freight Project                    | Re-add to 2018 MTIP. Construction phase slipped to 2019.   |
| #21<br>13502   | Portland    | NE Columbia Blvd at MLK Jr. Blvd                   | Re-add project to 2018 MTIP slipping the construction phase to 2018.   |
| #22<br>20815   | Tualatin    | SW Herman Rd: SW 124th Ave - SW Cheyenne Way       | Shift project out of PE and back into the Planning Phase. Will become a UPWP Regionally Significant project  |

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



**PROJECT #1** EXISTING MTIP PROGRAMMING - None **New Project**

**PROJECT #1** PROPOSED AMENDED CHANGES

| ODOT Key                               | MTIP ID  | Lead Agency | Project Name  |          |                         |              |                            | Project Type | Project Cost |
|--|--|-------------|---|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| TBD NEW                                | TBD  | ODOT        | I-205 Paving Project  |          |                         |              |                            | Highway      | \$ 5,000,000 |
| Project Description:                   |  |             | The project will provide various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits (HB2017 awarded project, \$5,000,000 original award). |          |                         |              |                            |              |              |
| Amended MTIP Fund Programming by Phase |  |             |   |          |                         |              |                            |              |              |
| Fund Code                              | Note   | Type        | Year  | Planning | Preliminary Engineering | Right of Wav | Other (Utility Relocation) | Construction | Total        |
| ADVCON                                 | ACPO   | Federal     | 2019  |          |                         |              |                            | \$ 4,611,000 | \$ 4,611,000 |
| State                                  | Match  | State       | 2019  |          |                         |              |                            | \$ 389,000   | \$ 389,000   |
| Total:                                 |  |             | \$ -  | \$ -     | \$ -                    | \$ -         | \$ 5,000,000               | \$ 5,000,000 |              |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |             |   |          |                         |              |                            |              |              |
|  | 2. ADVCON = Advance Construction federal fund type. ADVCON is used in place of the HB2017 State funds to identify that federal funds will be committed to the project at a later date. Once known, the federal funds will replace the Advance Construction (ADVCON) fund type. |             |   |          |                         |              |                            |              |              |
|  | 3. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.  |             |   |          |                         |              |                            |              |              |

**Amendment Summary**

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

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

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

The fund type code used to the HB2017 award is the federal fund type code of Advanced Construction (ADVCON) with also requires a State match

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #2 EXISTING MTIP PROGRAMMING            |   |             |  |              |                         |               |              |               |               |
|---|---|-------------|--|--------------|-------------------------|---------------|--------------|---------------|---------------|
| ODOT Key  | MTIP ID   | Lead Agency | Project Name   |              |                         |               |              | Project Type  | Project Cost  |
| 19763   | 70858   | ODOT        | I-84: Graham Road Bridge Replacements  |              |                         |               |              | Highway       | \$ 15,394,714 |
| Project Description:                            |   |             | Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A |              |                         |               |              |               |               |
| Existing MTIP Project Fund Programming by Phase |   |             |  |              |                         |               |              |               |               |
| Fund Code                                       | Note  | Type        | Year   | Planning     | Preliminary Engineering | Right of Wav  | Construction | Other         | Total         |
| JTA   | B4A0  | State       | 2016   |              | \$ 400,000              |               |              |               | \$ 400,000    |
| NHPP-FAST                                       | Z001  | Federal     | 2016   |              | \$ 2,766,600            |               |              |               | \$ 2,766,600  |
| State   | Match   | State       | 2016   |              | \$ 233,400              |               |              |               | \$ 233,400    |
| JTA   | NB4A0   | State       | 2018   |              |                         |               | \$ 3,494,714 |               | \$ 3,494,714  |
| NHPP-FAST                                       | Z001  | Federal     | 2018   |              |                         |               | \$ 7,838,700 |               | \$ 7,838,700  |
| State   | Match   | State       | 2018   |              |                         |               | \$ 661,300   |               | \$ 661,300    |
| Total:  |   |             | \$ -   | \$ 3,400,000 | \$ -                    | \$ 11,994,714 | \$ -         | \$ 15,394,714 |               |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.                           |             |  |              |                         |               |              |               |               |
|   | 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP |             |  |              |                         |               |              |               |               |
|   | 3. JTA = State HB2001B Bond funds originating from the Oregon Jobs and Transportation Act (JTA) of 2009.  |             |  |              |                         |               |              |               |               |
|   | 4. NHPP-FAST = National Highway Performance Program funds originating from the FAST Act.  |             |  |              |                         |               |              |               |               |
|   | 5. State = ODOT state funds added to the project phase as their required match to the federal fund type NHPP.   |             |  |              |                         |               |              |               |               |

**Amendment Summary**

Proposed amended changes are stated on the next page



| PROJECT #2 PROPOSED AMENDED CHANGES    |   |             |  |          |                         |              |               |              |               |
|--|---|-------------|--|----------|-------------------------|--------------|---------------|--------------|---------------|
| ODOT Key                               | MTIP ID   | Lead Agency | Project Name   |          |                         |              |               | Project Type | Project Cost  |
| 19763                                  | 70859   | ODOT        | I-84: Graham Road Bridge Replacements  |          |                         |              |               | Highway      | \$ 18,394,714 |
| Project Description:                   |   |             | Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A, (HB2017 awarded project, \$3,000,000 original award) |          |                         |              |               |              |               |
| Amended MTIP Fund Programming by Phase |   |             |  |          |                         |              |               |              |               |
| Fund Code                              | Note  | Type        | Year   | Planning | Preliminary Engineering | Right of Way | Construction  | Other        | Total         |
| JTA                                    | B4A0  | State       | 2016   |          | \$ 400,000              |              |               |              | \$ 400,000    |
| NHPP-FAST                              | Z001  | Federal     | 2016   |          | \$ 2,766,600            |              |               |              | \$ 2,766,600  |
| State                                  | Match   | State       | 2016   |          | \$ 233,400              |              |               |              | \$ 233,400    |
| JTA                                    | NB4A0   | State       | 2018   |          |                         |              | \$ 3,494,714  |              | \$ 3,494,714  |
| NHPP-FAST                              | Z001  | Federal     | 2018   |          |                         |              | \$ 7,838,700  |              | \$ 7,838,700  |
| State                                  | Match   | State       | 2018   |          |                         |              | \$ 661,300    |              | \$ 661,300    |
| ADVCON                                 | ACP0  | Federal     | 2018   |          |                         |              | \$ 2,766,600  |              | \$ 2,766,600  |
| State                                  | Match   | State       | 2018   |          |                         |              | \$ 233,400    |              | \$ 233,400    |
| Total:                                 |   |             |  | \$ -     | \$ 3,400,000            | \$ -         | \$ 14,994,714 | \$ -         | \$ 18,394,714 |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.   |             |  |          |                         |              |               |              |               |
|  | 2. Prior Year: The 2018-21 MTIP's active years are 2018 through 2021. Project funds obligated before 2018 are referred to as "prior year obligations" and occurred during the last MTIP cycle. They are included to ensure the total project cost is represented in the MTIP. |             |  |          |                         |              |               |              |               |
|  | 3. JTA = State HB2001B Bond funds originating from the Oregon Jobs and Transportation Act (JTA) of 2009.  |             |  |          |                         |              |               |              |               |
|  | 4. NHPP-FAST = National Highway Performance Program funds originating from the FAST Act.  |             |  |          |                         |              |               |              |               |
|  | 5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 92.22% with the required match set at 7.78%   |             |  |          |                         |              |               |              |               |
|  | 6. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.   |             |  |          |                         |              |               |              |               |

| Amendment Summary  |  |
|--|--|
| HB2017 awarded an additional \$3,000,000 to the project.   |  |
| The fund type code used to reflect this is the federal fund type code of Advanced Construction (ADVCON) with also requires a State match |  |

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



**PROJECT #3** EXISTING MTIP PROGRAMMING - None **New Project**

| PROJECT #3 PROPOSED AMENDED CHANGES    |   |             |   |          |                         |               |                            |               |                |
|--|---|-------------|---|----------|-------------------------|---------------|----------------------------|---------------|----------------|
| ODOT Key                               | MTIP ID   | Lead Agency | Project Name  |          |                         |               |                            | Project Type  | Project Cost   |
| TBD NEW                                | TBD   | ODOT        | <del>Powell Blvd Jurisdiction Transfer (Phase I, II, &amp; III)</del><br>Powell Blvd: I-205 to 176th Multi-Modal Improvements   |          |                         |               |                            | Highway       | \$ 110,000,000 |
| Project Description:                   |   |             | Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. (HB2017 awarded project, \$110,000,000 original award) |          |                         |               |                            |               |                |
| Amended MTIP Fund Programming by Phase |   |             |   |          |                         |               |                            |               |                |
| Fund Code                              | Note  | Type        | Year  | Planning | Preliminary Engineering | Right of Wav  | (Other) Utility Relocation | Construction  | Total          |
| ADVCON                                 | ACPO  | Federal     | 2018  |          | \$ 11,664,900           |               |                            |               | \$ 11,664,900  |
| State                                  | Match   | State       | 2018  |          | \$ 1,335,100            |               |                            |               | \$ 1,335,100   |
| ADVCON                                 | ACPO  | Federal     | 2020  |          |                         | \$ 25,124,400 |                            |               | \$ 25,124,400  |
| State                                  | Match   | State       | 2020  |          |                         | \$ 2,875,600  |                            |               | \$ 2,875,600   |
| ADVCON                                 | ACPO  | Federal     | 2021  |          |                         |               | \$ 2,691,900               |               | \$ 2,691,900   |
| State                                  | Match   | State       | 2021  |          |                         |               | \$ 308,100                 |               | \$ 308,100     |
| ADVCON                                 | ACPO  | Federal     | 2022  |          |                         |               |                            | \$ 59,221,800 | \$ 59,221,800  |
| State                                  | S070  | State       | 2022  |          |                         |               |                            | \$ 6,778,200  | \$ 6,778,200   |
| Total:                                 |   |             |   | \$ -     | \$ 13,000,000           | \$ 28,000,000 | \$ 3,000,000               | \$ 66,000,000 | \$ 110,000,000 |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.<br>2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89,72%% with the required match set at 10.27%.<br>3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%<br>4. The year 2022 is outside the 2018-21 MTIP defined years. The 2022 construction year is included for informational purposes. Programming for the 2022 year will have to wait until the development and approval of the 2021 to 2024 MTIP. |             |   |          |                         |               |                            |               |                |

**Amendment Summary**

This formal amendment adds a HB2017 awarded project to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program. The funding for this project includes a funding year outside the MTIP's active years of 2018-2021. The construction phase in 2020 will not be included in the 2018 MTIP.

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



**PROJECT #4** EXISTING MTIP PROGRAMMING - None **New Project**

**PROJECT #4** PROPOSED AMENDED CHANGES

| ODOT Key                               | MTIP ID  | Lead Agency  | Project Name  |              |                         |              |                            | Project Type  | Project Cost  |
|--|--|--|---|--------------|-------------------------|--------------|----------------------------|---------------|---------------|
| TBD NEW                                | TBD  | ODOT   | OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane |              |                         |              |                            | Highway       | \$ 54,000,000 |
| Project Description:                   |  | ON OR217 from about 72nd Ave to SWE Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award) |   |              |                         |              |                            |               |               |
| Amended MTIP Fund Programming by Phase |  |  |   |              |                         |              |                            |               |               |
| Fund Code                              | Note   | Type   | Year  | Planning     | Preliminary Engineering | Right of Wav | (Other) Utility Relocation | Construction  | Total         |
| ADVCON                                 | ACPO   | Federal  | 2018  |              | \$ 8,434,620            |              |                            |               | \$ 8,434,620  |
| State                                  | Match  | State  | 2018  |              | \$ 965,380              |              |                            |               | \$ 965,380    |
| ADVCON                                 | ACPO   | Federal  | 2020  |              |                         | \$ 1,794,600 |                            |               | \$ 1,794,600  |
| State                                  | Match  | State  | 2020  |              |                         | \$ 205,400   |                            |               | \$ 205,400    |
| ADVCON                                 | ACPO   | Federal  | 2023  |              |                         |              |                            | \$ 38,334,980 | \$ 38,334,980 |
| State                                  | Match  | State  | 2023  |              |                         |              |                            | \$ 4,265,020  | \$ 4,265,020  |
| Total:                                 |  |  | \$ -  | \$ 9,400,000 | \$ 2,000,000            | \$ -         | \$ 42,600,000              | \$ 54,000,000 |               |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |  |   |              |                         |              |                            |               |               |
|  | 2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%. |  |   |              |                         |              |                            |               |               |
|  | 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%  |  |   |              |                         |              |                            |               |               |
|  | 4. Only the Preliminary Engineering is being programmed at this time. Remaining phases and funding listed above are for informational purposes which is shaded in grey above   |  |   |              |                         |              |                            |               |               |

**Amendment Summary**

This is a HB2017 awarded project.

Only the PE phase will be added to the 2018-21 MTIP as the project is not currently listed in the constrained 2014 RTP. The project has been submitted for inclusion in the 2018 RTP. The full project can be added to the MTIP after the 2018 RTP is approved. The PE (non-implementation) phase may be added without issue .

**Exhibit A to Resolution 17-4844**

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment**

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



| PROJECT #5 EXISTING MTIP PROGRAMMING            |   |   |                            |          |                         |              |              |                  |              |
|---|---|---|----------------------------|----------|-------------------------|--------------|--------------|------------------|--------------|
| ODOT Key  | MTIP ID   | Lead Agency   | Project Name               |          |                         |              |              | Project Type     | Project Cost |
| 18772   | 70761   | ODOT  | OR212: SE RICHEY RD - US26 |          |                         |              |              | Roadway & Bridge | \$ 2,666,000 |
| Project Description:                            |   | Multi-lift paving of the highway in conjunction with targeted deeper pavement |                            |          |                         |              |              |                  |              |
| Existing MTIP Project Fund Programming by Phase |   |   |                            |          |                         |              |              |                  |              |
| Fund Code                                       | Note  | Type  | Year                       | Planning | Preliminary Engineering | Right of Way | Construction | Other            | Total        |
| NHPP  | Z001  | Federal   | 2015                       |          | \$ 241,374              |              |              |                  | \$ 241,374   |
| State   | Match   | State   | 2015                       |          | \$ 27,626               |              |              |                  | \$ 27,626    |
| NHPP  | Z001  | Federal   | 2017                       |          |                         | \$ 143,568   |              |                  | \$ 143,568   |
| State   | Match   | State   | 2017                       |          |                         | \$ 16,432    |              |                  | \$ 16,432    |
| NHPP  | Z001  | Federal   | 2018                       |          |                         |              | \$ 2,007,260 |                  | \$ 2,007,260 |
| State   | Match   | State   | 2018                       |          |                         |              | \$ 229,740   |                  | \$ 229,740   |
| Total:  |   |   |                            | \$ -     | \$ 269,000              | \$ 160,000   | \$ 2,237,000 | \$ -             | \$ 2,666,000 |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.                           |   |                            |          |                         |              |              |                  |              |
|   | 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP |   |                            |          |                         |              |              |                  |              |
|   | 3. NHPP = Federal National Highway Performance Program funds, state managed federal funds   |   |                            |          |                         |              |              |                  |              |
|   | 4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%                                       |   |                            |          |                         |              |              |                  |              |

**Amendment Summary:**

Changes stated on the next page

This is an existing 2015 STIP and MTIP project carried over into the 2018 MTIP with cost increases and schedule changes.

The project is a named HB2017 named project awarded funding



| PROJECT #5 PROPOSED AMENDED CHANGES   |   |  |                            |              |                         |              |              |              |              |
|---|---|--|----------------------------|--------------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key  | MTIP ID   | Lead Agency  | Project Name               |              |                         |              |              | Project Type | Project Cost |
| 18772   | 70761   | ODOT   | OR212: SE RICHEY RD - US26 |              |                         |              |              | Highway      | \$ 4,747,591 |
| Project Description:  |   | Multi-lift paving of the highway in conjunction with targeted deeper pavement (HB2017 awarded project, \$700,000 original award) |                            |              |                         |              |              |              |              |
| Amended MTIP Fund Programming by Phase  |   |  |                            |              |                         |              |              |              |              |
| Fund Code   | Note  | Type   | Year                       | Planning     | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| NHPP  | Z001  | Federal  | 2015                       |              | \$ 459,051              |              |              |              | \$ 459,051   |
| State   | Match   | State  | 2015                       |              | \$ 52,540               |              |              |              | \$ 52,540    |
| HB2017  | S070  | State  | 2015                       |              | \$ 700,000              |              |              |              | \$ 700,000   |
| State STP-FLEX  | M240  | Federal  | 2015                       |              | \$ 241,374              |              |              |              | \$ 241,374   |
| State   | Match   | State  | 2015                       |              | \$ 27,626               |              |              |              | \$ 27,626    |
| NHPP  | Z001  | Federal  | 2018                       |              |                         | \$ 206,379   |              |              | \$ 206,379   |
| State   | Match   | State  | 2018                       |              |                         | \$ 23,621    |              |              | \$ 23,621    |
| NHPP  | Z001  | Federal  | 2019                       |              |                         |              | \$ 2,069,174 |              | \$ 2,069,174 |
| State   | Match   | State  | 2019                       |              |                         |              | \$ 236,826   |              | \$ 236,826   |
| State STP-FLEX  | M240  | Federal  | 2019                       |              |                         |              | \$ 655,926   |              | \$ 655,926   |
| State   | Match   | State  | 2019                       |              |                         |              | \$ 75,074    |              | \$ 75,074    |
| Total:  |   |  | \$ -                       | \$ 1,480,591 | \$ 230,000              | \$ 3,037,000 | \$ -         | \$ 4,747,591 |              |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.   |  |                            |              |                         |              |              |              |              |
|   | 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP   |  |                            |              |                         |              |              |              |              |
|   | 3. Additional funds for PE will obligate as a subsequent follow-on obligation to the original PE obligation that occurred in 2015. The funds will actually obligate during FFY 2018 and will be counted against the FY 2018 financial constraint year |  |                            |              |                         |              |              |              |              |
|   | 4. NHPP = Federal National Highway Performance Program funds, state managed federal funds   |  |                            |              |                         |              |              |              |              |
|   | 5. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%   |  |                            |              |                         |              |              |              |              |
|   | 6. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT  |  |                            |              |                         |              |              |              |              |
|   | 7. State STP-FLEX funds are being transferred from Key 18764, OR212: N Deep Creek Culvert also included in this amendment   |  |                            |              |                         |              |              |              |              |
| Amendment Summary   |   |  |                            |              |                         |              |              |              |              |
| The HB2017 awarded funding is intended to support the PE phase cost increase. \$1 million total (\$897,300 of State STP-FLEX + \$102,700) also is being transferred from Key 18764 supporting the PE, ROW and construction phases |   |  |                            |              |                         |              |              |              |              |

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #6 EXISTING MTIP PROGRAMMING            |   |             |                             |          |                         |              |              |              |              |
|---|---|-------------|-----------------------------|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key  | MTIP ID   | Lead Agency | Project Name                |          |                         |              |              | Project Type | Project Cost |
| 18764   |   | ODOT        | OR212: N Deep Creek Culvert |          |                         |              |              |              | \$ 1,000,000 |
| Project Description:                            |   |             | CULVERT REPLACEMENT         |          |                         |              |              |              |              |
| Existing MTIP Project Fund Programming by Phase |   |             |                             |          |                         |              |              |              |              |
| Fund Code                                       | Note  | Type        | Year                        | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| State STP-FLEX                                  | M240  | Federal     | 2018                        |          |                         |              | \$ 897,300   |              | \$ 897,300   |
| State   | Match   | State       | 2018                        |          |                         |              | \$ 102,700   |              | \$ 102,700   |
| Total:  |   |             | \$ -                        | \$ -     | \$ -                    | \$ 1,000,000 | \$ -         | \$ 1,000,000 |              |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. |             |                             |          |                         |              |              |              |              |
|   | 2. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT  |             |                             |          |                         |              |              |              |              |
|   | 3. The State STP-FLEX are being transferred and combined into Key 18872   |             |                             |          |                         |              |              |              |              |
|   | 4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%             |             |                             |          |                         |              |              |              |              |

| PROJECT #6 PROPOSED AMENDED CHANGES   |  |             |                             |          |                         |                         |                       |              |              |
|---|--|-------------|-----------------------------|----------|-------------------------|-------------------------|-----------------------|--------------|--------------|
| ODOT Key  | MTIP ID  | Lead Agency | Project Name                |          |                         |                         |                       | Project Type | Project Cost |
| 18764   |  | ODOT        | OR212: N Deep Creek Culvert |          |                         |                         |                       | Highway      | \$ -         |
| Project Description:  |  |             | CULVERT REPLACEMENT         |          |                         |                         |                       |              |              |
| Amended MTIP Fund Programming by Phase  |  |             |                             |          |                         |                         |                       |              |              |
| Fund Code   | Note   | Type        | Year                        | Planning | Preliminary Engineering | Right of Wav            | Construction          | Other        | Total        |
| State STP-FLEX  | M240   | Federal     | 2018                        |          |                         |                         | <del>\$ 897,300</del> |              | \$ -         |
| State   | Match  | State       | 2018                        |          |                         |                         | <del>\$ 102,700</del> |              | \$ -         |
| Total:  |  |             | \$ -                        | \$ -     | \$ -                    | <del>\$ 1,000,000</del> | \$ -                  | \$ -         |              |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.<br>2. Key 18764 is canceled from the 2018 MTIP as all funding is being transferred to Key 18772 also in this amendment |             |                             |          |                         |                         |                       |              |              |
| Amendment Summary<br>This project is being canceled from the 2018 MTIP as the existing funding is being transferred and combined into Key 18772 |  |             |                             |          |                         |                         |                       |              |              |

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #7 EXISTING MTIP PROGRAMMING            |   |             |   |          |                         |              |              |                   |              |
|---|---|-------------|---|----------|-------------------------|--------------|--------------|-------------------|--------------|
| ODOT Key  | MTIP ID   | Lead Agency | Project Name  |          |                         |              |              | Project Type      | Project Cost |
| 19355   | 70807   | ODOT        | OR212: ROCK CREEK - RICHEY RD                       |          |                         |              |              | Roads and Bridges | \$ 392,686   |
| Project Description:                            |   |             | Repave roadway and upgrade ADA to current standards |          |                         |              |              |                   |              |
| Existing MTIP Project Fund Programming by Phase |   |             |   |          |                         |              |              |                   |              |
| Fund Code                                       | Note  | Type        | Year  | Planning | Preliminary Engineering | Right of Way | Construction | Other             | Total        |
| NHS   | L050  | Federal     | 2016  |          | \$ 448,650              |              |              |                   | \$ 448,650   |
| State   | Match   | State       | 2016  |          | \$ 51,350               |              |              |                   | \$ 51,350    |
| NHPP  | Z001  | Federal     | 2016  |          | \$ 392,686              |              |              |                   | \$ 392,686   |
| State   | Match   | State       | 2016  |          | \$ 44,945               |              |              |                   | \$ 44,945    |
| NHPP  | Z001  | Federal     | 2018  |          |                         | \$ 26,787    |              |                   | \$ 26,787    |
| State   | Match   | State       | 2018  |          |                         | \$ 3,066     |              |                   | \$ 3,066     |
| NHPP  | Z001  | Federal     | 2019  |          |                         |              | \$ 3,926,859 |                   | \$ 3,926,859 |
| State   | Match   | State       | 2019  |          |                         |              | \$ 449,447   |                   | \$ 449,447   |
| Total:  |   |             |   | \$ -     | \$ 937,631              | \$ 29,853    | \$ 4,376,306 | \$ -              | \$ 5,343,790 |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.                           |             |   |          |                         |              |              |                   |              |
|   | 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP |             |   |          |                         |              |              |                   |              |
|   | 3. NHPP = Federal National Highway Performance Program funds, state managed federal funds   |             |   |          |                         |              |              |                   |              |
|   | 4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%                                       |             |   |          |                         |              |              |                   |              |

Amendment Summary:

Amended changes to the project are shown on the next page

Awarded HB2017 funding is intended to support ROW and construction phases. The PE phase has experienced a cost increase and additional funds were added to the PE after the phase obligation. Overall, the project cost has increased from \$5,343,790 to \$6,729,082

| PROJECT #7 PROPOSED AMENDED CHANGES    |  |             |  |          |                         |              |              |              |              |
|--|--|-------------|--|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key                               | MTIP ID  | Lead Agency | Project Name   |          |                         |              |              | Project Type | Project Cost |
| 19355                                  | 70807  | ODOT        | OR212: ROCK CREEK - RICHEY RD  |          |                         |              |              | Highway      | \$ 6,729,082 |
| Project Description:                   |  |             | Repave roadway and upgrade ADA to current standards (HB2017 Awarded Project, \$1,210,451 Original Award) |          |                         |              |              |              |              |
| Amended MTIP Fund Programming by Phase |  |             |  |          |                         |              |              |              |              |
| Fund Code                              | Note   | Type        | Year   | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| NHS                                    | L050   | Federal     | 2016   |          | \$ 448,650              |              |              |              | \$ 448,650   |
| State                                  | Match  | State       | 2016   |          | \$ 51,350               |              |              |              | \$ 51,350    |
| NHPP                                   | Z001   | Federal     | 2016   |          | \$ 280,858              |              |              |              | \$ 280,858   |
| State                                  | Match  | State       | 2016   |          | \$ 32,145               |              |              |              | \$ 32,145    |
| HB2017                                 | S070   | State       | 2016   |          | \$ 551,792              |              |              |              | \$ 551,792   |
| NHPP                                   | Z001   | Federal     | 2018   |          |                         | \$ 26,919    |              |              | \$ 26,919    |
| State                                  | Match  | State       | 2018   |          |                         | \$ 3,081     |              |              | \$ 3,081     |
| ADVCON                                 | ACP0   | Federal     | 2019   |          |                         |              | \$ 591,015   |              | \$ 591,015   |
| State                                  | Match  | State       | 2019   |          |                         |              | \$ 67,644    |              | \$ 67,644    |
| NHPP                                   | Z001   | Federal     | 2019   |          |                         |              | \$ 4,195,485 |              | \$ 4,195,485 |
| State                                  | Match  | State       | 2019   |          |                         |              | \$ 480,143   |              | \$ 480,143   |
| Total:                                 |  |             |  | \$ -     | \$ 1,364,795            | \$ 30,000    | \$ 5,334,287 | \$ -         | \$ 6,729,082 |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.                |             |  |          |                         |              |              |              |              |
|  | 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds  |             |  |          |                         |              |              |              |              |
|  | 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%                            |             |  |          |                         |              |              |              |              |
|  | 4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to |             |  |          |                         |              |              |              |              |

#### Amendment Summary

The amendment adds awarded HB2017 to address phase funding shortfalls.  
The total project cost increases from \$5,343,790 to \$6,729,082



Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #8 EXISTING MTIP PROGRAMMING            |   |             |   |          |                         |              |              |              |              |
|---|---|-------------|---|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key  | MTIP ID   | Lead Agency | Project Name  |          |                         |              |              | Project Type | Project Cost |
| 19356   | 70808   | ODOT        | OR212: UPRR STRUCTURE - ROCK CREEK  |          |                         |              |              | Highway      | \$ 5,260,817 |
| Project Description:                            |   |             | Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond). |          |                         |              |              |              |              |
| Existing MTIP Project Fund Programming by Phase |   |             |   |          |                         |              |              |              |              |
| Fund Code                                       | Note  | Type        | Year  | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| NHPP  | L050  | Federal     | 2016  |          | \$ 672,975              |              |              |              | \$ 672,975   |
| State   | Match   | State       | 2016  |          | \$ 77,025               |              |              |              | \$ 77,025    |
| NHPP  | Z001  | Federal     | 2016  |          | \$ 362,278              |              |              |              | \$ 362,278   |
| State   | Match   | State       | 2016  |          | \$ 41,464               |              |              |              | \$ 41,464    |
| NHPP  | L050  | Federal     | 2018  |          |                         | \$ 62,502    |              |              | \$ 62,502    |
| State   | Match   | State       | 2018  |          |                         | \$ 7,154     |              |              | \$ 7,154     |
| NHPP  | Z001  | Federal     | 2019  |          |                         |              | \$ 3,622,776 |              | \$ 3,622,776 |
| State   | Match   | State       | 2019  |          |                         |              | \$ 414,643   |              | \$ 414,643   |
| Total:  |   |             |   | \$ -     | \$ 1,153,742            | \$ 69,656    | \$ 4,037,419 | \$ -         | \$ 5,260,817 |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.       |             |   |          |                         |              |              |              |              |
|   | 2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier) grey shaded cells |             |   |          |                         |              |              |              |              |
|   | 3. NHPP = Federal National Highway Performance Program funds, state managed federal funds   |             |   |          |                         |              |              |              |              |
|   | 4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%                   |             |   |          |                         |              |              |              |              |

|   |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|
| <p>Amendment Summary</p> <p>Changes made through this amendment are stated on the next page</p> |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|

| PROJECT #8 PROPOSED AMENDED CHANGES    |  |             |   |          |                         |              |              |              |              |
|--|--|-------------|---|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key                               | MTIP ID  | Lead Agency | Project Name  |          |                         |              |              | Project Type | Project Cost |
| 19356                                  | 70808  | ODOT        | OR212: UPRR STRUCTURE - ROCK CREEK  |          |                         |              |              | Highway      | \$ 5,651,457 |
| Project Description:                   |  |             | Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond).<br>(HB2017 awarded project, \$657,473 original award) |          |                         |              |              |              |              |
| Amended MTIP Fund Programming by Phase |  |             |   |          |                         |              |              |              |              |
| Fund Code                              | Note   | Type        | Year  | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| NHPP                                   | L050   | Federal     | 2016  |          | \$ 672,975              |              |              |              | \$ 672,975   |
| State                                  | Match  | State       | 2016  |          | \$ 77,025               |              |              |              | \$ 77,025    |
| NHPP                                   | Z001   | Federal     | 2016  |          | \$ 122,930              |              |              |              | \$ 122,930   |
| State                                  | Match  | State       | 2016  |          | \$ 14,070               |              |              |              | \$ 14,070    |
| HB2017                                 | S070   | Federal     | 2016  |          | \$ 433,610              |              |              |              | \$ 433,610   |
| NHPP                                   | L050   | Federal     | 2018  |          |                         | \$ 62,421    |              |              | \$ 62,421    |
| State                                  | Match  | State       | 2018  |          |                         | \$ 7,144     |              |              | \$ 7,144     |
| ADVCON                                 | ACPO   | Federal     | 2019  |          |                         |              | \$ 205,359   |              | \$ 205,359   |
| State                                  | Match  | State       | 2019  |          |                         |              | \$ 23,504    |              | \$ 23,504    |
| NHPP                                   | Z001   | Federal     | 2019  |          |                         |              | \$ 3,618,290 |              | \$ 3,618,290 |
| State                                  | Match  | State       | 2019  |          |                         |              | \$ 414,129   |              | \$ 414,129   |
| Total:                                 |  |             |   | \$ -     | \$ 1,320,610            | \$ 69,565    | \$ 4,261,282 | \$ -         | \$ 5,651,457 |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |             |   |          |                         |              |              |              |              |
|  | 2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier) grey shaded cells  |             |   |          |                         |              |              |              |              |
|  | 3. NHPP = Federal National Highway Performance Program funds, state managed federal funds  |             |   |          |                         |              |              |              |              |
|  | 4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%  |             |   |          |                         |              |              |              |              |
|  | 5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%. |             |   |          |                         |              |              |              |              |

**Amendment Summary:**

The amendment purpose is to add the awarded HB2017 funds into the project (represented by the use of the generic federal fund code ADVCON, or Advance Construction) to address PE and construction phase cost increases.  
Overall, the project increases from \$5,260,818 to \$5,661,457

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



**PROJECT #9** EXISTING MTIP PROGRAMMING - None **New Project**

| PROJECT #9 PROPOSED AMENDED CHANGES    |  |             |  |          |                         |              |                            |              |              |
|--|--|-------------|--|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key                               | MTIP ID  | Lead Agency | Project Name   |          |                         |              |                            | Project Type | Project Cost |
| TBD NEW                                | TBD  | ODOT        | OR213: Foster - Lindy  |          |                         |              |                            | Highway      | \$ 9,200,000 |
| Project Description:                   |  |             | Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed (HB2017 Named Project, \$9,200,000 HB2017 award) |          |                         |              |                            |              |              |
| Amended MTIP Fund Programming by Phase |  |             |  |          |                         |              |                            |              |              |
| Fund Code                              | Note   | Type        | Year   | Planning | Preliminary Engineering | Right of Way | (Other) Utility Relocation | Construction | Total        |
| ADVCON                                 | ACPO   | Federal     | 2018   |          | \$ 1,076,760            |              |                            |              | \$ 1,076,760 |
| State                                  | Match  | State       | 2018   |          | \$ 123,240              |              |                            |              | \$ 123,240   |
| ADVCON                                 | ACPO   | Federal     | 2019   |          |                         | \$ 1,983,033 |                            |              | \$ 1,983,033 |
| State                                  | Match  | State       | 2019   |          |                         | \$ 226,967   |                            |              | \$ 226,967   |
| ADVCON                                 | ACPO   | Federal     | 2019   |          |                         |              | \$ 80,757                  |              | \$ 80,757    |
| State                                  | Match  | State       | 2019   |          |                         |              | \$ 9,243                   |              | \$ 9,243     |
| ADVCON                                 | ACPO   | Federal     | 2020   |          |                         |              |                            | \$ 5,114,610 | \$ 5,114,610 |
| State                                  | Match  | State       | 2020   |          |                         |              |                            | \$ 585,390   | \$ 585,390   |
| Total:                                 |  |             |  | \$ -     | \$ 1,200,000            | \$ 2,210,000 | \$ 90,000                  | \$ 5,700,000 | \$ 9,200,000 |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |             |  |          |                         |              |                            |              |              |
|  | 2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)  |             |  |          |                         |              |                            |              |              |
|  | 3. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%. |             |  |          |                         |              |                            |              |              |
|  | 4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%  |             |  |          |                         |              |                            |              |              |

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #10 EXISTING MTIP PROGRAMMING   |         |   |                      |          |                         |              |              |              |              |
|---|---------|---|----------------------|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key  | MTIP ID | Lead Agency   | Project Name         |          |                         |              |              | Project Type | Project Cost |
| 20299   | 70940   | ODOT  | US26: SYLVAN - OR217 |          |                         |              |              | Highway      | \$ 3,162,012 |
| Project Description:  |         | Repave mainline of roadway to improve pavement condition and extend service life. |                      |          |                         |              |              |              |              |
| Existing MTIP Project Fund Programming by Phase   |         |   |                      |          |                         |              |              |              |              |
| Fund Code   | Note    | Type  | Year                 | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| NHPP  | Z001    | Federal   | 2018                 |          | \$ 135,108              |              |              |              | \$ 135,108   |
| State   | Match   | State   | 2018                 |          | \$ 15,464               |              |              |              | \$ 15,464    |
| NHPP  | Z001    | Federal   | 2020                 |          |                         |              | \$ 2,702,165 |              | \$ 2,702,165 |
| State   | Match   | State   | 2020                 |          |                         |              | \$ 309,275   |              | \$ 309,275   |
| Total:  |         |   |                      | \$ -     | \$ 150,572              | \$ -         | \$ 3,011,440 | \$ -         | \$ 3,162,012 |
| Notes:  |         |   |                      |          |                         |              |              |              |              |
| 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. |         |   |                      |          |                         |              |              |              |              |
| 2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)             |         |   |                      |          |                         |              |              |              |              |
| 3. NHPP = Federal National Highway Performance Program funds, state managed federal funds                                       |         |   |                      |          |                         |              |              |              |              |
| 4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%             |         |   |                      |          |                         |              |              |              |              |

|   |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|
| <p>Amendment Summary</p> <p>Project existing programming reflects as entered in the draft 2018 STIP and MTIP</p> <p>Project amendment details are stated on the next page</p> |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|



| PROJECT #10 PROPOSED AMENDED CHANGES   |  |  |                      |            |                         |              |              |              |              |
|--|--|--|----------------------|------------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key                               | MTIP ID  | Lead Agency  | Project Name         |            |                         |              |              | Project Type | Project Cost |
| 20299                                  | 70940  | ODOT   | US26: SYLVAN - OR217 |            |                         |              |              | Highway      | \$ 3,786,224 |
| Project Description:                   |  | Repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award) |                      |            |                         |              |              |              |              |
| Amended MTIP Fund Programming by Phase |  |  |                      |            |                         |              |              |              |              |
| Fund Code                              | Note   | Type   | Year                 | Planning   | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| NHPP                                   | Z001   | Federal  | 2018                 |            | \$ 135,108              |              |              |              | \$ 135,108   |
| State                                  | Match  | State  | 2018                 |            | \$ 15,464               |              |              |              | \$ 15,464    |
| ADVCON                                 | ACPO   | Federal  | 2018                 |            | \$ 308,028              |              |              |              | \$ 308,028   |
| State                                  | Match  | Federal  | 2018                 |            | \$ 35,255               |              |              |              | \$ 35,255    |
| NHPP                                   | Z001   | Federal  | 2020                 |            |                         |              | \$ 2,702,165 |              | \$ 2,702,165 |
| State                                  | Match  | State  | 2020                 |            |                         |              | \$ 309,275   |              | \$ 309,275   |
| ADVCON                                 | ACPO   | Federal  | 2020                 |            |                         |              | \$ 252,078   |              | \$ 252,078   |
| State                                  | Match  | State  | 2020                 |            |                         |              | \$ 28,851    |              | \$ 28,851    |
| Total:                                 |  |  | \$ -                 | \$ 493,855 | \$ -                    | \$ 3,292,369 | \$ -         | \$ 3,786,224 |              |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |  |                      |            |                         |              |              |              |              |
|  | 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds  |  |                      |            |                         |              |              |              |              |
|  | 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%  |  |                      |            |                         |              |              |              |              |
|  | 4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%. |  |                      |            |                         |              |              |              |              |

| Amendment Summary   |  |
|---|--|
| HB2017 award is being added to PE and construction phases based on the updated engineer's cost estimate for the project |  |

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #11 EXISTING MTIP PROGRAMMING           |   |             |  |          |                         |              |              |              |               |
|---|---|-------------|--|----------|-------------------------|--------------|--------------|--------------|---------------|
| ODOT Key  | MTIP ID   | Lead Agency | Project Name   |          |                         |              |              | Project Type | Project Cost  |
| 20435   | 70988   | ODOT        | OR99W: I-5 - MCDONALD ST   |          |                         |              |              | Highway      | \$ 10,397,299 |
| Project Description:                            |   |             | Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. |          |                         |              |              |              |               |
| Existing MTIP Project Fund Programming by Phase |   |             |  |          |                         |              |              |              |               |
| Fund Code                                       | Note  | Type        | Year   | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total         |
| NHPP  | Z001  | Federal     | 2018   |          | \$ 1,494,572            |              |              |              | \$ 1,494,572  |
| State   | Match   | State       | 2018   |          | \$ 171,060              |              |              |              | \$ 171,060    |
| State STBG                                      | Z240  | Federal     | 2018   |          | \$ 230,864              |              |              |              | \$ 230,864    |
| State   | Match   | State       | 2018   |          | \$ 26,423               |              |              |              | \$ 26,423     |
| NHPP  | Z001  | Federal     | 2019   |          |                         | \$ 937,539   |              |              | \$ 937,539    |
| State   | Match   | State       | 2019   |          |                         | \$ 107,306   |              |              | \$ 107,306    |
| State STBG                                      | Z240  | Federal     | 2019   |          |                         | \$ 49,109    |              |              | \$ 49,109     |
| State   | Match   | State       | 2019   |          |                         | \$ 5,621     |              |              | \$ 5,621      |
| NHPP  | Z001  | Federal     | 2020   |          |                         |              | \$ 5,957,799 |              | \$ 5,957,799  |
| State   | Match   | State       | 2020   |          |                         |              | \$ 681,897   |              | \$ 681,897    |
| State STBG                                      | Z240  | Federal     | 2020   |          |                         |              | \$ 659,613   |              | \$ 659,613    |
| State   | Match   | State       | 2020   |          |                         |              | \$ 75,496    |              | \$ 75,496     |
| Total:  |   |             |  | \$ -     | \$ 1,922,919            | \$ 1,099,575 | \$ 7,374,805 | \$ -         | \$ 10,397,299 |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. |             |  |          |                         |              |              |              |               |
|   | 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds                                       |             |  |          |                         |              |              |              |               |
|   | 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%             |             |  |          |                         |              |              |              |               |
|   | 4. State STBG = Federal Surface Transportation Block Grant (STBG) allocated directly to the State DOT                           |             |  |          |                         |              |              |              |               |

|   |  |
|---|--|
| Amendment Summary                                   |  |
| Project amended changes are stated on the next page |  |

| PROJECT #11 PROPOSED AMENDED CHANGES  |  |                    |   |          |                         |              |              |              |               |
|---|--|--------------------|---|----------|-------------------------|--------------|--------------|--------------|---------------|
| ODOT Key  | MTIP ID  | Lead Agency        | Project Name  |          |                         |              |              | Project Type | Project Cost  |
| 20435   | 70988  | ODOT               | OR99W: I-5 - MCDONALD ST  |          |                         |              |              | Highway      | \$ 11,397,299 |
| Project Description:  |  |                    | Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. (HB2017 awarded project, \$1,000,000 original award) |          |                         |              |              |              |               |
| Amended MTIP Fund Programming by Phase  |  |                    |   |          |                         |              |              |              |               |
| Fund Code   | Note   | Type               | Year  | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total         |
| NHPP  | Z001   | Federal            | 2018  |          | \$ 1,725,435            |              |              |              | \$ 1,725,435  |
| State   | Match  | State              | 2018  |          | \$ 197,484              |              |              |              | \$ 197,484    |
| State-STBG  | <del>Z240</del>  | <del>Federal</del> | <del>2018</del>   |          | \$ -                    |              |              |              | \$ -          |
| State   | <del>Match</del>   | <del>State</del>   | <del>2018</del>   |          | \$ -                    |              |              |              | \$ -          |
| NHPP  | Z001   | Federal            | 2019  |          |                         | \$ 986,649   |              |              | \$ 986,649    |
| State   | Match  | State              | 2019  |          |                         | \$ 112,926   |              |              | \$ 112,926    |
| State-STBG  | <del>Z240</del>  | <del>Federal</del> | <del>2019</del>   |          |                         | \$ -         |              |              | \$ -          |
| State   | <del>Match</del>   | <del>State</del>   | <del>2019</del>   |          |                         | \$ -         |              |              | \$ -          |
| NHPP  | Z001   | Federal            | 2020  |          |                         |              | \$ 6,617,413 |              | \$ 6,617,413  |
| State   | Match  | State              | 2020  |          |                         |              | \$ 757,392   |              | \$ 757,392    |
| State-STBG  | <del>Z240</del>  | <del>Federal</del> | <del>2020</del>   |          |                         |              | \$ -         |              | \$ -          |
| State   | <del>Match</del>   | <del>State</del>   | <del>2020</del>   |          |                         |              | \$ -         |              | \$ -          |
| ADVCON  | ACP0   | Federal            | 2020  |          |                         |              | \$ 897,300   |              | \$ 897,300    |
| State   | Match  | State              | 2020  |          |                         |              | \$ 102,700   |              | \$ 102,700    |
| Total:  |  |                    |   | \$ -     | \$ 1,922,919            | \$ 1,099,575 | \$ 8,374,805 | \$ -         | \$ 11,397,299 |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |                    |   |          |                         |              |              |              |               |
|   | 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds  |                    |   |          |                         |              |              |              |               |
|   | 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%  |                    |   |          |                         |              |              |              |               |
|   | 4. State STBG = Federal Surface Transportation Block Grant (STBG) allocated directly to the State DOT  |                    |   |          |                         |              |              |              |               |
|   | 5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%. |                    |   |          |                         |              |              |              |               |
| Amendment Summary   |  |                    |   |          |                         |              |              |              |               |
| HB2017 awarded funds of \$1,000,000 are being added to the construction phase   |  |                    |   |          |                         |              |              |              |               |
| The State STBG funds initially programmed to the project were removed. NHPP and state matching funds were increase as a result. |  |                    |   |          |                         |              |              |              |               |

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



PROJECT #12 EXISTING MTIP PROGRAMMING - None New Project

| PROJECT #12 PROPOSED AMENDED CHANGES   |  |             |   |          |                         |              |                            |              |              |
|--|--|-------------|---|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key                               | MTIP ID  | Lead Agency | Project Name  |          |                         |              |                            | Project Type | Project Cost |
| TBD NEW                                | TBD  | ODOT        | OR99W: McDonald - Fischer Rd  |          |                         |              |                            | Highway      | \$ 8,100,000 |
| Project Description:                   |  |             | Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed HB2017 awarded project, \$8,100,000 original award) |          |                         |              |                            |              |              |
| Amended MTIP Fund Programming by Phase |  |             |   |          |                         |              |                            |              |              |
| Fund Code                              | Note   | Type        | Year  | Planning | Preliminary Engineering | Right of Way | (Other) Utility Relocation | Construction | Total        |
| ADVCON                                 | ACP0   | Federal     | 2019  |          | \$ 1,256,220            |              |                            |              | \$ 1,256,220 |
| State                                  | Match  | State       | 2019  |          | \$ 143,780              |              |                            |              | \$ 143,780   |
| ADVCON                                 | ACP0   | Federal     | 2020  |          |                         | \$ 89,730    |                            |              | \$ 89,730    |
| State                                  | Match  | State       | 2020  |          |                         | \$ 10,270    |                            |              | \$ 10,270    |
| ADVCON                                 | ACP0   | Federal     | 2021  |          |                         |              | \$ 5,922,180               |              | \$ 5,922,180 |
| State                                  | Match  | State       | 2021  |          |                         |              | \$ 677,820                 |              | \$ 677,820   |
| Total:                                 |  |             |   | \$ -     | \$ 1,400,000            | \$ 100,000   | \$ 6,600,000               | \$ -         | \$ 8,100,000 |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |             |   |          |                         |              |                            |              |              |
|  | 2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%. |             |   |          |                         |              |                            |              |              |
|  | 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%  |             |   |          |                         |              |                            |              |              |

Amendment Summary

New HB2017 awarded project being added to the 2018 MTIP.



Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #13 EXISTING MTIP PROGRAMMING   |         |   |                          |          |                         |              |              |              |              |
|---|---------|---|--------------------------|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key  | MTIP ID | Lead Agency   | Project Name             |          |                         |              |              | Project Type | Project Cost |
| 20300   | 7091    | ODOT  | US26: OR217 - CORNELL RD |          |                         |              |              | Highway      | \$ 5,070,150 |
| Project Description:  |         | Repave mainline of roadway to improve pavement condition and extend service life. |                          |          |                         |              |              |              |              |
| Existing MTIP Project Fund Programming by Phase   |         |   |                          |          |                         |              |              |              |              |
| Fund Code   | Note    | Type  | Year                     | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| NHPP  | Z001    | Federal   | 2019                     |          | \$ 216,641              |              |              |              | \$ 216,641   |
| State   | Match   | State   | 2019                     |          | \$ 24,796               |              |              |              | \$ 24,796    |
| NHPP  | Z001    | Federal   | 2020                     |          |                         |              | \$ 4,332,804 |              | \$ 4,332,804 |
| State   | Match   | State   | 2020                     |          |                         |              | \$ 495,909   |              | \$ 495,909   |
| Total:  |         |   |                          | \$ -     | \$ 241,437              | \$ -         | \$ 4,828,713 | \$ -         | \$ 5,070,150 |
| Notes:  |         |   |                          |          |                         |              |              |              |              |
| 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. |         |   |                          |          |                         |              |              |              |              |
| 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds                                       |         |   |                          |          |                         |              |              |              |              |
| 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%             |         |   |                          |          |                         |              |              |              |              |

|   |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|
| <p>Amendment Summary</p> <p>Project amended changes are stated on the next page</p> |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|

| PROJECT #13 PROPOSED AMENDED CHANGES   |  |             |  |          |                         |              |              |              |              |
|--|--|-------------|--|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key                               | MTIP ID  | Lead Agency | Project Name   |          |                         |              |              | Project Type | Project Cost |
| ODOT Key                               | 7091   | ODOT        | US26: OR217 - CORNELL RD   |          |                         |              |              | Highway      | \$ 6,065,014 |
| Project Description:                   |  |             | Repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$994,864 original award) |          |                         |              |              |              |              |
| Amended MTIP Fund Programming by Phase |  |             |  |          |                         |              |              |              |              |
| Fund Code                              | Note   | Type        | Year   | Planning | Preliminary Engineering | Right of Way | Construction | Other        | Total        |
| NHPP                                   | Z001   | Federal     | 2019   |          | \$ 216,641              |              |              |              | \$ 216,641   |
| State                                  | Match  | State       | 2019   |          | \$ 24,796               |              |              |              | \$ 24,796    |
| ADVCON                                 | ACP0   | Federal     | 2019   |          | \$ 493,202              |              |              |              | \$ 493,202   |
| State                                  | Match  | State       | 2019   |          | \$ 56,449               |              |              |              | \$ 56,449    |
| NHPP                                   | Z001   | Federal     | 2021   |          |                         |              | \$ 4,332,804 |              | \$ 4,332,804 |
| State                                  | Match  | State       | 2021   |          |                         |              | \$ 495,909   |              | \$ 495,909   |
| ADVCON                                 | ACP0   | Federal     | 2021   |          |                         |              | \$ 399,490   |              | \$ 399,490   |
| State                                  | Match  | State       | 2021   |          |                         |              | \$ 45,723    |              | \$ 45,723    |
| Total:                                 |  |             |  | \$ -     | \$ 791,088              | \$ -         | \$ 5,273,926 | \$ -         | \$ 6,065,014 |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |             |  |          |                         |              |              |              |              |
|  | 2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)  |             |  |          |                         |              |              |              |              |
|  | 3. NHPP = Federal National Highway Performance Program funds, state managed federal funds  |             |  |          |                         |              |              |              |              |
|  | 4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%  |             |  |          |                         |              |              |              |              |
|  | 5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%. |             |  |          |                         |              |              |              |              |

|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
| <p align="center"><u>Amendment Summary</u></p> <p align="center">HB2017 total award of \$994,864 is split between PE and construction phases (shown as ADVCON and match)</p> |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #14 EXISTING MTIP PROGRAMMING           |   |  |   |              |                         |              |              |                    |              |
|---|---|--|---|--------------|-------------------------|--------------|--------------|--------------------|--------------|
| ODOT Key  | MTIP ID   | Lead Agency  | Project Name                                  |              |                         |              |              | Project Type       | Project Cost |
| 19071   | 70784   | ODOT   | I-5 BROADWAY/WEIDLER INTERCHANGE IMPROVEMENTS |              |                         |              |              | Roadway and Bridge | \$ 4,126,546 |
| Project Description:                            |   | Develop solutions for congestion, freight mobility, safety and seismic upgrades. |   |              |                         |              |              |                    |              |
| Existing MTIP Project Fund Programming by Phase |   |  |   |              |                         |              |              |                    |              |
| Fund Code                                       | Note  | Type   | Year  | Planning     | Preliminary Engineering | Right of Way | Construction | Other              | Total        |
| NHPP-EX   | M0E2  | Federal  | 2016  |              | \$ 2,331,145            |              |              |                    | \$ 2,331,145 |
| State   | Match   | State  | 2016  |              | \$ 196,664              |              |              |                    | \$ 196,664   |
| NHPP-EX   | M002  | Federal  | 2016  |              | \$ 1,474,355            |              |              |                    | \$ 1,474,355 |
| State   | Match   | State  | 2016  |              | \$ 124,382              |              |              |                    | \$ 124,382   |
| Total:  |   |  | \$ -  | \$ 4,126,546 | \$ -                    | \$ -         | \$ -         | \$ -               | \$ 4,126,546 |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. |  |   |              |                         |              |              |                    |              |
|   | 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds                                       |  |   |              |                         |              |              |                    |              |
|   | 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%             |  |   |              |                         |              |              |                    |              |
|   | 4. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP   |  |   |              |                         |              |              |                    |              |
|   | 5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"  |  |   |              |                         |              |              |                    |              |

Amendment Summary

Amended changes to the project are stated on the next page which include name, description and funding.

| PROJECT #14 PROPOSED AMENDED CHANGES  |         |                      |  |          |                         |              |              |                    |               |
|---|---------|----------------------|--|----------|-------------------------|--------------|--------------|--------------------|---------------|
| ODOT Key  | MTIP ID | Lead Agency          | Project Name   |          |                         |              |              | Project Type       | Project Cost  |
| 19071   | 70784   | ODOT                 | <del>+I-5 BROADWAY/WEIDLER INTERCHANGE IMPROVEMENTS</del><br><b>I-5 ROSE QUARTER IMPROVEMENT PROJECT</b>   |          |                         |              |              | Roadway and Bridge | \$ 20,391,998 |
|   |         | Project Description: | <del>Develop solutions for congestion, freight mobility, safety and seismic upgrades.</del><br><b>This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named &amp; Conditioned project to add \$16,265,452 of NHFP funds)</b> |          |                         |              |              |                    |               |
| Amended MTIP Fund Programming by Phase  |         |                      |  |          |                         |              |              |                    |               |
| Fund Code   | Note    | Type                 | Year   | Planning | Preliminary Engineering | Right of Wav | Construction | Other              | Total         |
| NHPP-EX   | M0E2    | Federal              | 2016   |          | \$ 2,331,145            |              |              |                    | \$ 2,331,145  |
| State   | Match   | State                | 2016   |          | \$ 196,664              |              |              |                    | \$ 196,664    |
| NHPP-EX   | M002    | Federal              | 2016   |          | \$ 1,474,355            |              |              |                    | \$ 1,474,355  |
| State   | Match   | State                | 2016   |          | \$ 124,382              |              |              |                    | \$ 124,382    |
| NHFP  | Z460    | Federal              | 2018   |          | \$ 14,594,990           |              |              |                    | \$ 14,594,990 |
| State   | Match   | State                | 2018   |          | \$ 1,670,462            |              |              |                    | \$ 1,670,462  |
| Total:  |         |                      |  | \$ -     | \$ 20,391,998           | \$ -         | \$ -         | \$ -               | \$ 20,391,998 |
| Notes:  |         |                      |  |          |                         |              |              |                    |               |
| 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. |         |                      |  |          |                         |              |              |                    |               |
| 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds                                       |         |                      |  |          |                         |              |              |                    |               |
| 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%             |         |                      |  |          |                         |              |              |                    |               |
| 4. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP   |         |                      |  |          |                         |              |              |                    |               |
| 5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"  |         |                      |  |          |                         |              |              |                    |               |
| 6. NHFP = Federal National Highway Freight Program funds set at 89.73% federal and 10.27% match                                 |         |                      |  |          |                         |              |              |                    |               |

|  |  |
|--|--|
| <p align="center"><u>Amendment Summary:</u></p> <p>HB2017 conditioned project for ODOT to commit additional PE funding (National Highway Freight Program (NHFP) funds). The name and description are also being updated through this amendment</p> |  |
|--|--|

END OF HB2017 PROJECTS



# Beginning of 2018 MTIP Project Clean-up or New Project Amendment Actions

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



## PROJECT #15 EXISTING MTIP PROGRAMMING - None New Project

### PROJECT #15 PROPOSED AMENDED CHANGES

| ODOT Key                               | MTIP ID  | Lead Agency | Project Name   |            |                         |              |                | Project Type | Project Cost |
|--|--|-------------|--|------------|-------------------------|--------------|----------------|--------------|--------------|
| TBD                                    | 71015  | Gresham     | East Multnomah County Road Connections ITS Project   |            |                         |              |                | Other        | \$ 688,000   |
| Project Description:                   |  |             | In eastern Multnomah County and in Gresham, install various ITS improvements including a VMS sign on WB US26 new SE 267th, and install Bluetooth readers at multiple intersections in eastern Multnomah County to help improve the use of existing transportation facility capacity. (Approved Metro TSMO ITS, Source: 2016-18 RFFA) |            |                         |              |                |              |              |
| Amended MTIP Fund Programming by Phase |  |             |  |            |                         |              |                |              |              |
| Fund Code                              | Note   | Type        | Year   | Planning   | Preliminary Engineering | Right of Way | Other (ConOps) | Construction | Total        |
| STBG-URBAN                             |  | Federal     | 2018   |            |                         |              | \$ 98,703      |              | \$ 98,703    |
| Local                                  | Match  | Local       | 2018   |            |                         |              | \$ 11,297      |              | \$ 11,297    |
| STBG-URBAN                             |  | Federal     | 2019   |            | \$ 134,595              |              |                |              | \$ 134,595   |
| Local                                  | Match  | Local       | 2019   |            | \$ 15,405               |              |                |              | \$ 15,405    |
| STBG-URBAN                             |  | Federal     | 2021   |            |                         |              |                | \$ 384,044   | \$ 384,044   |
| Local                                  | Match  | Local       | 2021   |            |                         |              |                | \$ 43,956    | \$ 43,956    |
| Total:                                 |  |             | \$ -   | \$ 150,000 | \$ -                    | \$ 110,000   | \$ 428,000     | \$ 688,000   |              |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.  |             |  |            |                         |              |                |              |              |
|  | 2. STBG-URBAN = Federal Surface Transportation Block Grant funds annual allocated to Metro. The fund code tag of "URBAN" is used to differentiate it from ODOT's annual STBG allocation. |             |  |            |                         |              |                |              |              |
|  | 3. Local = local agency funds provided as the required match to the awarded federal funds., For this project, the required local share to the STBG funds is 10.27%                       |             |  |            |                         |              |                |              |              |
|  | 4. Metro funded ITS projects with a ConOps phase and a PE phase will be programmed using a standard timing of 1 year for ConOps and 2 years for PE                                       |             |  |            |                         |              |                |              |              |

### Amendment Summary

The amendment adds this approved Transportation Systems Management & Operations (TSMO) project for the city of Gresham

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



PROJECT #16 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #16 PROPOSED AMENDED CHANGES

| ODOT Key                               | MTIP ID  | Lead Agency  | Project Name                                    |            |                         |              |                   | Project Type | Project Cost |
|--|--|--|---|------------|-------------------------|--------------|-------------------|--------------|--------------|
| 16986                                  | 70542  | Gresham  | Division Street Corridor Improvements (Gresham) |            |                         |              |                   | Trail        | \$ 280,000   |
| Project Description:                   |  | In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street |   |            |                         |              |                   |              |              |
| Amended MTIP Fund Programming by Phase |  |  |   |            |                         |              |                   |              |              |
| Fund Code                              | Note   | Type   | Year  | Planning   | Preliminary Engineering | Right of Way | Other Prior OB PE | Construction | Total        |
| TCSP                                   | L680   | Federal  | 2013  |            |                         |              | \$ 161,514        |              | \$ 161,514   |
| Local                                  | Match  | Local  | 2013  |            |                         |              | \$ 18,486         |              | \$ 18,486    |
| Local                                  | Over Match   | Local  | 2018  |            | \$ 100,000              |              |                   |              | \$ 100,000   |
| Total:                                 |  |  | \$ -  | \$ 100,000 | \$ -                    | \$ 180,000   | \$ -              | \$ 280,000   |              |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.                    |  |   |            |                         |              |                   |              |              |
|  | 2. TCSP = federal Transportation Community & System Preservation grant funds previously awarded to the project                                     |  |   |            |                         |              |                   |              |              |
|  | 3. Local = local agency funds provided as the required match to the awarded federal funds., For this project, the required local share to the STBG |  |   |            |                         |              |                   |              |              |
|  | 4. The other phase is being used to identify the prior obligate funding for PE phase activities.   |  |   |            |                         |              |                   |              |              |
|  | 5. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP  |  |   |            |                         |              |                   |              |              |

Amendment Summary

The Division Street Corridor Improvement project is being re-added top the 2018 MTIP with \$100k of local funds to continue prior obligated PE activities

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



PROJECT #17 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #17 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name                            | Project Type       | Project Cost |
|----------|---------|-------------|---|--------------------|--------------|
| TBD      | TBD     | ODOT        | I-5 Columbia River (Interstate) Bridges | Roadway and Bridge | \$ 1,463,500 |

Project Description: On I-5 at the Columbia River Bridges in north Portland, perform necessary pre-trunnion replacement bridge work to include restoring the clearances and alignment of gears and bearings that are part of the system to raise and lower the lift-span for efficient operation.

Amended MTIP Fund Programming by Phase

| Fund Code | Note  | Type    | Year | Planning | Preliminary Engineering | Right of Way | (Other) Utility Relocation | Construction | Total        |
|-----------|-------|---------|------|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| NHPP      | M001  | Federal | 2018 |          | \$ 207,495              |              |                            |              | \$ 207,495   |
| State     | Match | State   | 2018 |          | \$ 17,505               |              |                            |              | \$ 17,505    |
| NHPP      | M001  | Federal | 2019 |          |                         |              |                            | \$ 1,142,145 | \$ 1,142,145 |
| State     | Match | State   | 2019 |          |                         |              |                            | \$ 96,355    | \$ 96,355    |
| Total:    |       |         |      | \$ -     | \$ 225,000              | \$ -         | \$ -                       | \$ 1,238,500 | \$ 1,463,500 |

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. NHPP: Federal National Highway Performance Funds shifted to this project from canceled project Key 19656
  3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%
  4. Federal match requirement set at 92,22% federal and 7.78% match requirement

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT #18 EXISTING MTIP PROGRAMMING   |         |             |  |          |                         |              |              |                    |              |
|---|---------|-------------|--|----------|-------------------------|--------------|--------------|--------------------|--------------|
| ODOT Key  | MTIP ID | Lead Agency | Project Name                                   |          |                         |              |              | Project Type       | Project Cost |
| 19794   | 70851   | Portland    | SE 122ND AVE: JOHNSON CREEK BRIDGE REPLACEMENT |          |                         |              |              | Roadway and Bridge | \$ 2,800,000 |
| Project Description:  |         |             | Emergency replacement of bridge #51C20. Region |          |                         |              |              |                    |              |
| Existing MTIP Project Fund Programming by Phase   |         |             |  |          |                         |              |              |                    |              |
| Fund Code   | Note    | Type        | Year   | Planning | Preliminary Engineering | Right of Wav | Construction | Other              | Total        |
| State STBG  | Z233    | Federal     | 2016   |          | \$ 538,380              |              |              |                    | \$ 538,380   |
| Local   | Match   | Local       | 2016   |          | \$ 61,620               |              |              |                    | \$ 61,620    |
| ADVCON  | ACO0    | Federal     | 2017   |          |                         | \$ 17,946    |              |                    | \$ 17,946    |
| Local   | Match   | Local       | 2017   |          |                         | \$ 2,054     |              |                    | \$ 2,054     |
| ADVCON  | ACO0    | Federal     | 2018   |          |                         |              | \$ 1,956,114 |                    | \$ 1,956,114 |
| Local   | Match   | Federal     | 2018   |          |                         |              | \$ 223,886   |                    | \$ 223,886   |
| Total:  |         |             |  | \$ -     | \$ 600,000              | \$ 20,000    | \$ 2,180,000 | \$ -               | \$ 2,800,000 |
| Notes:  |         |             |  |          |                         |              |              |                    |              |
| 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.   |         |             |  |          |                         |              |              |                    |              |
| 2. Fund programming in years before 2018 are considered "prior obligated" and outside of the active years of the 2018-2021 MTIP. The funds programmed before 2018 will show up in the 2018 MTIP summed together in a Prior Obligated row. |         |             |  |          |                         |              |              |                    |              |
| 3. State STBG = Federal Surface Transportation Block Grant funds allocated to ODOT. The fund code of Z233 originates from the STBG sub funding pot of Off-System Bridge (STBG-OSB) funds  |         |             |  |          |                         |              |              |                    |              |
| 4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to  |         |             |  |          |                         |              |              |                    |              |

Amendment Summary

Project changes are stated on the next page



| PROJECT #18 PROPOSED AMENDED CHANGES   |  |             |  |          |                         |              |              |                    |              |
|--|--|-------------|--|----------|-------------------------|--------------|--------------|--------------------|--------------|
| ODOT Key                               | MTIP ID  | Lead Agency | Project Name                                   |          |                         |              |              | Project Type       | Project Cost |
| 19794                                  | 70851  | Portland    | SE 122ND AVE: JOHNSON CREEK BRIDGE REPLACEMENT |          |                         |              |              | Roadway and Bridge | \$ 3,811,431 |
| Project Description:                   |  |             | Emergency replacement of bridge #51C20. Region |          |                         |              |              |                    |              |
| Amended MTIP Fund Programming by Phase |  |             |  |          |                         |              |              |                    |              |
| Fund Code                              | Note   | Type        | Year   | Planning | Preliminary Engineering | Right of Wav | Construction | Other (UR)         | Total        |
| State STBG                             | Z233   | Federal     | 2016   |          | \$ 538,380              |              |              |                    | \$ 538,380   |
| Local                                  | Match  | Local       | 2016   |          | \$ 61,620               |              |              |                    | \$ 61,620    |
| ADVCON                                 | ACO0   | Federal     | 2017   |          |                         | \$ -         |              |                    | \$ -         |
| Local                                  | Match  | Local       | 2017   |          |                         | \$ -         |              |                    | \$ -         |
| ADVCON                                 | ACP0   | Federal     | 2018   |          |                         |              |              | \$ 132,845         | \$ 132,845   |
| Local                                  | Match  | Match       | 2018   |          |                         |              |              | \$ 15,205          | \$ 15,205    |
| ADVCON                                 | ACP0   | Federal     | 2018   |          |                         |              | \$ 2,848,882 |                    | \$ 2,848,882 |
| Local                                  | Match  | Federal     | 2018   |          |                         |              | \$ 214,499   |                    | \$ 214,499   |
| Total:                                 |  |             |  | \$ -     | \$ 600,000              | \$ -         | \$ 3,063,381 | \$ 148,050         | \$ 3,811,431 |
| Notes:                                 | <div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP</div> <div>3. State STBG = Federal Surface Transportation Block Grant funds allocated to ODOT. The fund code of Z233 originates from the STBG sub funding pot of Off-System Bridge (STBG-OSB) funds</div> <div>4. Local = Local agency funds provided as the required match to the federal funds</div> <div>5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to</div> |             |  |          |                         |              |              |                    |              |

| Amendment Summary  |  |
|--|--|
| The amendment deletes the ROW phase, adds a required Utility Relocation phase, and increases construction based on cost estimates at the 60% design stage of the project |  |

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| Project #19 EXISTING MTIP PROGRAMMING           |   |             |  |          |                         |              |              |              |              |
|---|---|-------------|--|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key  | MTIP ID   | Lead Agency | Project Name   |          |                         |              |              | Project Type | Project Cost |
| 18022   | 70482   | Portland    | FOSTER RD STREESCAPE: SE 50TH – 92ND AVE   |          |                         |              |              | Local Road   | \$ 4,471,001 |
| Project Description:                            |   |             | Reallocate roadway space to create 1 motor vehicle lane and 1 bike lane in each direction with a center turn lane.<br>Construction of curb extensions, sidewalk infill, pedestrian lighting, street trees, rapid flash beacons and traffic signal upgrades |          |                         |              |              |              |              |
| Existing MTIP Project Fund Programming by Phase |   |             |  |          |                         |              |              |              |              |
| Fund Code                                       | Note  | Type        | Year   | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| STP>200K  | Z230  | Federal     | 2016   |          | \$ 1,204,177            |              |              |              | \$ 1,204,177 |
| Local   | Match   | Local       | 2016   |          | \$ 137,823              |              |              |              | \$ 137,823   |
| STP>200K  | M230  | Federal     | 2017   |          |                         | \$ 67,298    |              |              | \$ 67,298    |
| Local   | Match   | Local       | 2017   |          |                         | \$ 7,703     |              |              | \$ 7,703     |
| STP>200K  | M230  | Federal     | 2017   |          |                         |              | \$ 2,041,927 |              | \$ 2,041,927 |
| Local   | Match   | Local       | 2017   |          |                         |              | \$ 233,708   |              | \$ 233,708   |
| Other   | Over Match  | Local       | 2017   |          |                         |              | \$ 778,365   |              | \$ 778,365   |
| Total:  |   |             |  | \$ -     | \$ 1,342,000            | \$ 75,001    | \$ 3,054,000 | \$ -         | \$ 4,471,001 |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.   |             |  |          |                         |              |              |              |              |
|   | 2. Fund programming in years before 2018 are considered "prior obligated" and outside of the active years of the 2018-2021 MTIP. The funds programmed before 2018 will show up in the 2018 MTIP summed together in a Prior Obligated row. |             |  |          |                         |              |              |              |              |
|   | 3. STP>200K = Federal Surface Transportation Program funds allocated to projects in urban areas with a population greater than 200,000.   |             |  |          |                         |              |              |              |              |
|   | 4. Local = Local agency funds provided as the required match to the federal funds   |             |  |          |                         |              |              |              |              |
|   | 5. Other = Additional local funds committed to the project beyond the required local match to the federal funds.  |             |  |          |                         |              |              |              |              |

| Project #19 PROPOSED AMENDED CHANGES   |   |             |  |          |                         |              |              |              |              |
|--|---|-------------|--|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key                               | MTIP ID   | Lead Agency | Project Name   |          |                         |              |              | Project Type | Project Cost |
| 18022                                  | 70482   | Portland    | FOSTER RD STREESCAPE: SE 50TH – 92ND AVE   |          |                         |              |              | Local Road   | \$ 8,853,456 |
| Project Description:                   |   |             | Reallocate roadway space to create 1 motor vehicle lane and 1 bike lane in each direction with a center turn lane. Construction of curb extensions, sidewalk infill, pedestrian lighting, street trees, rapid flash beacons and traffic signal upgrades. Project also includes required storm water mitigation improvements. |          |                         |              |              |              |              |
| Amended MTIP Fund Programming by Phase |   |             |  |          |                         |              |              |              |              |
| Fund Code                              | Note  | Type        | Year   | Planning | Preliminary Engineering | Right of Wav | Construction | Other        | Total        |
| STP>200K                               | Z230  | Federal     | 2016   |          | \$ 1,204,177            |              |              |              | \$ 1,204,177 |
| Local                                  | Match   | Local       | 2016   |          | \$ 137,823              |              |              |              | \$ 137,823   |
| Other                                  | Over Match  | Local       | 2016   |          | \$ 112,400              |              |              |              | \$ 112,400   |
| STP>200K                               | M230  | Federal     | 2017   |          |                         | \$ -         |              |              | \$ -         |
| Local                                  | Match   | Local       | 2017   |          |                         | \$ -         |              |              | \$ -         |
| Other                                  | Over Match  | Local       | 2017   |          |                         | \$ 200,000   |              |              | \$ 200,000   |
| STP>200K                               | M230  | Federal     | 2018   |          |                         |              | \$ 2,109,225 |              | \$ 2,109,225 |
| Local                                  | Match   | Local       | 2018   |          |                         |              | \$ 241,410   |              | \$ 241,410   |
| Other                                  | Over Match  | Local       | 2018   |          |                         |              | \$ 4,848,421 |              | \$ 4,848,421 |
| Total:                                 |   |             |  | \$ -     | \$ 1,454,400            | \$ 200,000   | \$ 7,199,056 | \$ -         | \$ 8,853,456 |
| Notes:                                 | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.         |             |  |          |                         |              |              |              |              |
|  | 2. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP   |             |  |          |                         |              |              |              |              |
|  | 3. STP>200K = Federal Surface Transportation Program funds allocated to projects in urban areas with a population greater than 200,000. |             |  |          |                         |              |              |              |              |
|  | 4. Local = Local agency funds provided as the required match to the federal funds   |             |  |          |                         |              |              |              |              |
|  | 5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"  |             |  |          |                         |              |              |              |              |
|  | 6. Other = Local agency funds committed to the project above the required match level of funds.   |             |  |          |                         |              |              |              |              |

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



PROJECT #20 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #20 PROPOSED AMENDED CHANGES

| ODOT Key             | MTIP ID | Lead Agency | Project Name  | Project Type       | Project Cost  |
|----------------------|---------|-------------|---|--------------------|---------------|
| 19300                | 70678   | Portland    | North Rivergate Freight Project   | Roadway and Bridge | \$ 22,266,019 |
| Project Description: |         |             | The North Rivergate Freight Project will construct a two-lane overcrossing at the UPRR crossing to improve mobility and safety. The project will remove the rail-traffic conflict by constructing an overpass that will grade separate the roadway from the existing rail in. The project will also modify the existing intersection at Rivergate Blvd and Lombard St. to accommodate trucks. |                    |               |

Amended MTIP Fund Programming by Phase

| Fund Code      | Note  | Type    | Year | Planning | Preliminary Engineering | Right of Way | Other Utility Relocation | Construction  | Total         |
|----------------|-------|---------|------|----------|-------------------------|--------------|--------------------------|---------------|---------------|
| Other          | OTH0  | Local   | 2017 |          | \$ 3,000,000            |              |                          |               | \$ 3,000,000  |
| STP>200K       | M230  | Federal | 2018 |          |                         | \$ 300,000   |                          |               | \$ 300,000    |
| Local          | Match | Local   | 2018 |          |                         | \$ 34,336    |                          |               | \$ 34,336     |
| STP>200K       | M230  | Federal | 2018 |          |                         |              | \$ 1,000,000             |               | \$ 1,000,000  |
| Local          | Match | Local   | 2018 |          |                         |              | \$ 114,454               |               | \$ 114,454    |
| TIGER VIII     | BTDG  | Federal | 2019 |          |                         |              |                          | \$ 7,329,000  | \$ 7,329,000  |
| Local          | Match | Local   | 2019 |          |                         |              |                          | \$ 1,832,250  | \$ 1,832,250  |
| STP>200K       | M230  | Federal | 2019 |          |                         |              |                          | \$ 1,922,000  | \$ 1,922,000  |
| Local          | Match | Local   | 2019 |          |                         |              |                          | \$ 219,982    | \$ 219,982    |
| State STP-FLEX | M240  | Federal | 2019 |          |                         |              |                          | \$ 987,030    | \$ 987,030    |
| Local          | Match | Local   | 2019 |          |                         |              |                          | \$ 112,970    | \$ 112,970    |
| Other          | OTH0  | Local   | 2019 |          |                         |              |                          | \$ 5,413,997  | \$ 5,413,997  |
| Total:         |       |         |      | \$ -     | \$ 3,000,000            | \$ 334,336   | \$ 1,114,454             | \$ 17,817,229 | \$ 22,266,019 |

Notes:

1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
2. STP>200K = Federal Surface Transportation Program funds allocated to Metro and awarded to the project
3. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT and awarded to the project
4. TIGER VIII = Federal Tiger grant which is a discretionary transportation funding program which the Port of Portland obtained for this project
5. Other = Local additional funds the agency provides to the project beyond the required match to the federal funds

Amendment Summary

The project is being re-added back to the 2018 MTIP. The construction year also is being pushed out to its correct 2019 obligation year.



Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



PROJECT #21 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #21 PROPOSED AMENDED CHANGES

| ODOT Key             | MTIP ID | Lead Agency | Project Name  | Project Type      | Project Cost |
|----------------------|---------|-------------|---|-------------------|--------------|
| 13502                | 70110   | Portland    | NE COLUMBIA BLVD AT MLK JR BLVD   | Roads and Bridges | \$ 3,559,259 |
| Project Description: |         |             | Construct right turn lane, sidewalk, ADA ramps and planting strip on Columbia including additional sidewalk work on MLK |                   |              |

Amended MTIP Fund Programming by Phase

| Fund Code      | Note  | Type    | Year | Planning   | Preliminary Engineering | Right of Way | Other Utility Relocation | Construction | Total        |
|----------------|-------|---------|------|------------|-------------------------|--------------|--------------------------|--------------|--------------|
| STP-U          | L230  | Federal | 2007 | \$ 255,047 |                         |              |                          |              | \$ 255,047   |
| Local          | Match | Local   | 2007 | \$ 29,191  |                         |              |                          |              | \$ 29,191    |
| STP-U          | L23E  | Federal | 2012 |            | \$ 973,276              |              |                          |              | \$ 973,276   |
| Local          | Match | Local   | 2012 |            | \$ 111,396              |              |                          |              | \$ 111,396   |
| STP-U          | L23E  | Federal | 2015 |            |                         | \$ 919,732   |                          |              | \$ 919,732   |
| Local          | Match | Local   | 2015 |            |                         | \$ 105,268   |                          |              | \$ 105,268   |
| STP-U          | L230  | Federal | 2017 |            |                         |              | \$ 44,865                |              | \$ 44,865    |
| Local          | Match | Match   | 2017 |            |                         |              | \$ 5,135                 |              | \$ 5,135     |
| STP-U          | L230  | Federal | 2018 |            |                         |              |                          | \$ 821,343   | \$ 821,343   |
| Local          | Match | Local   | 2018 |            |                         |              |                          | \$ 94,006    | \$ 94,006    |
| State STP-FLEX | M240  | Federal | 2018 |            |                         |              |                          | \$ 179,460   | \$ 179,460   |
| Local          | Match | Local   | 2018 |            |                         |              |                          | \$ 20,540    | \$ 20,540    |
| Total:         |       |         |      | \$ 284,238 | \$ 1,084,672            | \$ 1,025,000 | \$ 50,000                | \$ 1,115,349 | \$ 3,559,259 |

Notes:

1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
2. STP-U = Federal Surface Transportation Program funds allocated to Metro and awarded to this project through the RFFA process
3. Local = Local agency funds committed to the project as part of the required match to the federal funds
4. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT and awarded to this project
5. Funding in years before 2018 are considered "prior obligated" funding years in the 2018 MTIP.

Amendment Summary

The project is re-added to the 2018 MTIP as the construction phase was not ready to obligate before the end of FFY 2017. The construction phase has been slipped to 2018 based on the updated project schedule.

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

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



| PROJECT 22 EXISTING MTIP PROGRAMMING            |  |                      |  |            |                         |              |              |                    |              |
|---|--|----------------------|--|------------|-------------------------|--------------|--------------|--------------------|--------------|
| ODOT Key  | MTIP ID  | Lead Agency          | Project Name   |            |                         |              |              | Project Type       | Project Cost |
| 20815   | 70881  | Tualatin             | SW Herman Rd: SW 124th Ave - SW Cheyenne Way   |            |                         |              |              | Roadway and Bridge | \$ 725,000   |
|   |  | Project Description: | The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. |            |                         |              |              |                    |              |
| Existing MTIP Project Fund Programming by Phase |  |                      |  |            |                         |              |              |                    |              |
| Fund Code                                       | Note   | Type                 | Year   | Planning   | Preliminary Engineering | Right of Wav | Construction | Other              | Total        |
| STBG-URBAN                                      | Z230   | Federal              | 2019   |            | \$ 625,000              |              |              |                    | \$ 625,000   |
| Local   | Match  | Local                | 2019   |            | \$ 71,534               |              |              |                    | \$ 71,534    |
| Other   | OTH0   | Local                | 2019   |            | \$ 28,466               |              |              |                    | \$ 28,466    |
| Total:  |  |                      | \$ -   | \$ 725,000 | \$ -                    | \$ -         | \$ -         | \$ -               | \$ 725,000   |
| Notes:  | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.                    |                      |  |            |                         |              |              |                    |              |
|   | 2. STBG-URBAN: Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to this project through the RFFA project call. |                      |  |            |                         |              |              |                    |              |
|   | 3. Local = Local agency funds committed to the project as part of the required match to the federal funds  |                      |  |            |                         |              |              |                    |              |
|   | 4. Other: Additional local agency funds committed to the project beyond the local match requirement  |                      |  |            |                         |              |              |                    |              |

| PROJECT #22 PROPOSED AMENDED CHANGES   |         |                      |  |            |                         |              |              |                    |              |
|--|---------|----------------------|--|------------|-------------------------|--------------|--------------|--------------------|--------------|
| ODOT Key   | MTIP ID | Lead Agency          | Project Name   |            |                         |              |              | Project Type       | Project Cost |
| 20815  | 70881   | Tualatin             | SW Herman Rd: SW 124th Ave - SW Cheyenne Way   |            |                         |              |              | Roadway and Bridge | \$ 725,000   |
|  |         | Project Description: | <div>The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks.</div> <div>In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)</div> |            |                         |              |              |                    |              |
| Amended MTIP Fund Programming by Phase   |         |                      |  |            |                         |              |              |                    |              |
| Fund Code  | Note    | Type                 | Year   | Planning   | Preliminary Engineering | Right of Wav | Construction | Other (UR)         | Total        |
| STBG-URBAN   | Z230    | Federal              | 2019   | \$ 625,000 |                         |              |              |                    | \$ 625,000   |
| Local  | Match   | Local                | 2019   | \$ 71,534  |                         |              |              |                    | \$ 71,534    |
| Other  | OTH0    | Local                | 2019   | \$ 28,466  |                         |              |              |                    | \$ 28,466    |
| Total:   |         |                      |  | \$ 725,000 | \$ -                    | \$ -         | \$ -         | \$ -               | \$ 725,000   |
| Notes:   |         |                      |  |            |                         |              |              |                    |              |
| 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.                    |         |                      |  |            |                         |              |              |                    |              |
| 2. STBG-URBAN: Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to this project through the RFFA project call. |         |                      |  |            |                         |              |              |                    |              |
| 3. Local = Local agency funds committed to the project as part of the required match to the federal funds  |         |                      |  |            |                         |              |              |                    |              |
| 4. Other: Additional local agency funds committed to the project beyond the local match requirement  |         |                      |  |            |                         |              |              |                    |              |

|   |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|
| <p align="center"><b><u>Amendment Summary:</u></b></p> <p>The amendment shifts the PE phase and funding back to the Planning phase to complete required project development activities on in order for it to be ready for the PE later.</p> |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Thursday, October 21, 2017  
To: Metro Council  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: September 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4844

## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD AND AMEND MULTIPLE NEW HB2017 AWARDED PROJECTS, PLUS TO ADD OR AMEND 2018 MTIP PROJECTS THAT REQUIRE IMPLEMENTATION CORRECTIONS (SP17-02-SEP)

## BACKGROUND

### What this is:

The September 2017 Formal MTIP Amendment bundle contains required changes and updates for two categories of projects: (1) Newly awarded HB2017 projects and (2) needed 2018 MTIP Project corrections. The summary of the projects within both categories in this amendment include the following:

| HB2017 Projects |             |                 |   |  |
|-----------------|-------------|-----------------|---|--|
| Num             | Lead Agency | ODOT Key Number | Project Name  | Amendment Action   |
| 1               | ODOT        | New             | I-205 Paving Project  | Add full project. Follow-on project scope to I-205 CBOS-ATMS project to complete required paving actions. (\$5 million award)  |
| 2               | ODOT        | 19763           | I-84: Graham Road Bridge Replacements   | Adds the HB2017 funding to the construction phase in 2019. (\$3 million award)   |
| 3               | ODOT        | New             | Powell Blvd: I-205 to 176th Multi-Modal Improvements                              | Adds the full HB2017 awarded project to 2018 MTIP. (\$110 million award). However, the construction phase is in 202 and outside the 2018 MTIP active years. The construction phase in 2022 can't be added to the 2018 MTIP at this time. |
| 4               | ODOT        | New             | OR217: SW 72 <sup>nd</sup> Ave – SE Scholl's Ferry Road (OR210) NB Auxiliary Lane | Adds PE phase and funding in 2018 only at this time. Total HB2017 funding award is \$54 million.   |
| 5               | ODOT        | 18772           | OR212: Rock Creek – Richey Riad   | Combined project: Adds \$700,000 of awarded HB2017 to the construction phase and increases PE phase. Also combines \$1 million of STBG funds from Key 18764. Project cost increase from \$2,666,000 to \$4,748,373.                      |
| 6               | ODOT        | 18764           | OR212: N Deep Creek Culvert   | Canceled project: The \$1 million of STBG funds currently programmed to this project are being transferred to Key 18772 above. As a result, Key 18764 is canceled.   |
| 7               | ODOT        | 19355           | OR212: Rock Creek – Richey Rd   | Add HB2017 awarded funding to PE and construction phases (\$1,210,451 HB2017 award)  |
| 8               | ODOT        | 19356           | OR212: UPRR Structure – Rock Creek  | Add HB2017 awarded funding to PE and construction phases (\$657,473 HB2017 award)  |
| 9               | ODOT        | New             | OR213: Foster - Lindy   | Adds a new preservation full project with \$9.2 million of awarded HB2017 funding to the 2018 MTIP   |

| Num   | Lead Agency | ODOT Key Number | Project Name  | Amendment Action   |
|---|-------------|-----------------|---|--|
| 10  | ODOT        | 20299           | US26: Sylvan – OR217  | Increases this existing preservation project by adding a total of \$624,212 of awarded HB2017 funding to PE and construction phases.                                     |
| 11  | ODOT        | 20435           | OR99W: I-5 McDonald St  | Increases this preservation project by adding a total of \$1 million of awarded HB2017 funding to PE and construction phases and adjusts previous programmed fund codes. |
| 12  | ODOT        | New             | OR99W: McDonald – Fischer Rd  | Adds a new preservation full project with \$8.1 million of awarded HB2017 funding to the 2018 MTIP   |
| 13  | ODOT        | 20300           | US26: OR217 – Cornell Rd  | Increases this existing preservation project by adding a total of \$994,864 of awarded HB2017 funding to PE and construction phases.                                     |
| 14  | ODOT        | 19071           | I-5 Broadway/Weidler Interchange Improvements<br>I-5 Rose Quarter Improvement Project | Adds a total of \$16,265,452 funding in the form of National Highway Freight Program (NHFP) as directed by HB2017  |
| <b>End of HB2017 Awarded or Directed Projects</b> |             |                 |   |  |

| <b>Beginning of 2018 MTIP Project Clean-up or New Project Amendment Actions</b> |          |       |   |  |
|---|----------|-------|---|--|
| 15  | Gresham  | New   | East Multnomah County Road Connections ITS Project                | Adds this new approved Metro TSMO ITS project for the city of Gresham to the 2018 MTIP             |
| 16  | Gresham  | 16986 | Division Street Corridor Improvements (Gresham)                   | Re-add project with prior obligated PE funds and \$100k of local funds for continued PE phase work |
| 17  | ODOT     | New   | I-5 Columbia River (Interstate) Bridges                           | Add this new bridge pre-trunnion replacement maintenance project to the 2018 MTIP                  |
| 18  | Portland | 19794 | SE 122 <sup>nd</sup> Ave: Johnson Cree Bridge Replacement         | The amendment deletes the ROW phase, adds a UR phase, and increases the construction phase         |
| 19  | Portland | 18022 | Foster Rd Streetscape: SE 50 <sup>th</sup> – 92 <sup>nd</sup> Ave | The amendment slips construction to 2018 for needed obligation purposes                            |
| 20  | Portland | 19300 | North Rivergate Freight Project                                   | Re-add to 2018 MTIP. Construction phase slipped to 2019.   |
| 21  | Portland | 13502 | NE Columbia Blvd at MLK Jr. Blvd                                  | Re-add to 2018 MTIP and slip construction phase to 2018  |
| 22  | Tualatin | 20815 | SW Herman Rd: SW 124th Ave - SW Cheyenne Way                      | Shift the PE phase back to Planning to focus on pre-NEPA project development activities.           |

## About HB2017

HB2017 contains multiple components of funding. The awarded projects represent one category of funding within HB2017. Project awards originate as named, programmatic, or conditioned/directed. Named projects appear to be similar to earmarks. Some of the awarded funding was awarded to ODOT program areas (Preservation & Culverts, Seismic, Bridge, etc.). A few are also directed/or conditioned to increase funding by the instructions of HB2017. The HB2017 conditions for these projects relate to time and funding amounts that are specifically, funded from HB2017. The total project awards within these three funding areas (named, programmatic, or directed/conditioned) appear to sum up to 115 projects.

The Oregon Transportation Commission approved all 113 awarded, named, or directed/conditioned HB2017 projects on September 22, 2017. Two projects I-205 CBOS-ATMS and I-205 Stafford Rd to OR99E project were approved previously by OTC during their August 2017 meeting. Out of the 115 projects, 23 are awarded in the Metro boundary area. Another 8 projects have been awarded to Region1, but are outside the MPO area. This totals 31 HB2017 named or programmatic funded projects in Region 1. Attachment 1 to the staff report contains a complete list of the HB2017 awarded projects

## September 2017 Formal Amendment to the 2018 MTIP Summary

As previously stated, the number of named, programmatic, and/or directed/conditioned HB2017 projects on the Metro MPO boundary area that require MTIP programming total 23 projects. Out of



these 23 projects, two already are progressing through the August 2017 Formal Amendment to the 2018 MTIP. Through the September 2017 Formal Amendment to the 2018 MTIP, another 13 HB2017 named, programmatic, or Directed/Conditioned projects are included. With 15 HB2017 projects moving forward, eight remain. Currently, the goal is to bring the remaining eight projects forward for amendment as part of the October 2017 Formal Amendment to the 2018 MTIP.

### **Other 2018 MTIP Project Corrections and/or New Project Submissions**

A portion of this amendment initiates corrective programming actions to several existing 2018 MTIP projects, or is submitting new projects for inclusion in the 2018 MTIP. Several reasons exist for the required project corrections. Four of the main reasons include (1) projects not obligating a 2017 phase which now needs to slip into 2018. (2) Scope and/or funding changes have occurred to projects after the 2018 MTIP was locked down for final reviews and approvals. (3) Project delays in completing a specific phase (most notably Preliminary Engineering) resulting in schedule delays and changes to implementation phase obligation years. (4) The emergence of new regional significant, federally funded, or new projects needing federal approvals that are required to be programmed in the MTIP. The purpose of completing these “clean-up” amendments are to ensure the 2018 STIP and 2018 MTIP match correctly per federal requirements. While staff are still coordinating and reviewing the required updates and/or changes, Metro anticipates that at least 70 projects in the new 2018 MTIP will require programming technical corrections, funding updates, or phase timing adjustments. The impacted projects primarily will be submitted for required clean-up needs during the next three formal and administrative monthly amendment submissions.

### **What is the requested action?**

**Staff is requesting Metro Council approval of Resolution 17-4844 enabling the new HB2017 and needed corrections 2018 MTIP projects to occur allowing final approval to then occur from USDOT.**

- Previous Notification and Approvals: TPAC approval on September 29, 2017.
- JPACT Approval recommendation: October 19, 2017

A summary of the projects included in the September 2017 Formal MTIP Amendment bundle is provided in the following tables on the next pages.

|                                     |   |
|-------------------------------------|---|
| <b>1. Project:</b>                  | <b>I-205 Paving Project</b>   |
| Lead Agency:                        | ODOT  |
| ODOT Key Number:                    | New TBD. The Key number has not yet been assigned to the project  |
| Project Description:                | This project is a major non-capacity scope element that will provide necessary surface paving and rehab improvements  |
| What is changing?                   | This is a new project being added to the 2018 MTIP with funding awarded from HB2017.  |
| Additional Details:                 | ODOT determined that the paving scope activity needed to be a separate and stand-alone project from the larger I-205 CBOS-ATMS project. RTP reference:  |
| Why a Formal amendment is required? | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| Total Programmed Amount:            | HB2017 awarded \$5,000,000 in funding for the project. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code   |
| Added Notes:                        | OTC approval was required for this project. Approval occurred during their September 22, 2017 meeting. (RTP IDs: 11370, 11398, and 11399)   |

|                          |   |
|--------------------------|---|
| <b>2. Project:</b>       | <b>I-84: Graham Road Bridge Replacements</b>  |
| Lead Agency:             | ODOT  |
| ODOT Key Number:         | 19763   |
| Project Description:     | Improvements to Graham Road at the intersection with I-84 in City of Troutdale<br>Replace bridges #07046 & 07046A (HB2017 Awarded Project of \$3,000,000)                                     |
| What is Changing?        | Adding \$3,000,000 of awarded HB2017 funding to the construction phase increasing the total programming from \$15,394,714 to \$18,394,714   |
| Additional Details:      | Non capacity enhancing project  |
| Why a Formal amendment?  | Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification                            |
| Total Programmed Amount: | The construction phase increases from \$11,994,714 to \$14,994,714. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code. |
| Other and Notes:         | OTC HB2017 project approval at their September 22, 2017 meeting RTP ID: connected to 10863)   |

|                          |   |
|--------------------------|---|
| <b>3. Project:</b>       | <del>Powell Blvd Jurisdiction Transfer (Phase I, II, &amp; III)</del> <-- as stated in HB2017<br><b>Powell Blvd: I-205 to 176<sup>th</sup> Multi-Modal Improvements</b>   |
| Lead Agency:             | ODOT  |
| ODOT Key Number:         | New   |
| Project Description:     | Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave.                  |
| What is Changing?        | Also referred to as the outer Powell project, this new HB2017 project is being added to the MTIP up through the UR phase. The construction year of 2023 is outside The project name is adjusted to meet STIP and MTIP project naming requirements.                                    |
| Additional Details:      | Verified that RTP project ID is 11742.  |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| Total Programmed Amount: | Total HB2017 funding award is \$110,000,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code   |
| Other and Notes:         | OTC HB2017 project approval at their September 22, 2017 meeting   |

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|--------------------------|---|
| <b>4. Project:</b>       | <b>OR217: SW 72<sup>nd</sup> Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane</b>   |
| Lead Agency:             | ODOT  |
| ODOT Key Number:         | New project   |
| Project Description:     | The project will construct a new NB auxiliary lane on OR212 from 72 <sup>nd</sup> Ave to SW Scholl's Ferry Rd (OR210)   |
| What is Changing?        | Adding a new project, but only the PE phase to the 2018 MTIP  |
| Additional Details:      | The project is currently not included in the 2014 RTP constrained section. ODOT has submitted it for inclusion in the 2018 RTP  |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| Total Programmed Amount: | The PE phase programming total is \$9,400,000. The total project cost estimate is \$54,000,000. Awarded HB2017 funding totals \$54,000,000  |
| Other and Notes:         | OTC HB2017 project approval at their September 22, 2017 meeting   |

|                          |   |
|--------------------------|---|
| <b>5. Project:</b>       | <b>OR212: SE Richey Rd - US26</b>   |
| Lead Agency:             | ODOT  |
| ODOT Key Number:         | 18772   |
| Project Description:     | Multi-lift paving of the highway in conjunction with targeted deeper pavement   |
| What is Changing?        | Combined project: Key 18772 combines \$1 million of NHPP from Key 18764 and adds \$700,000 of HB2017 awarded funding to the project to address PE and construction phase funding shortfalls.  |
| Additional Details:      | Existing project  |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, cost increases above 20% for \$1 million or greater project costs require a formal amendment. The cost increase for this project is 78%  |
| Total Programmed Amount: | The total project programming increases from \$2,666,000 to \$4,748,373. Total HB2017 funding award is \$700,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code. |
| Other and Notes:         | OTC HB2017 project approval at their September 22, 2017 meeting   |

|                          |  |
|--------------------------|--|
| <b>6. Project:</b>       | <b>OR212: N Deep Culvert</b>   |
| Lead Agency:             | ODOT   |
| ODOT Key Number:         | 18764  |
| Project Description:     | Replace culvert  |
| What is Changing?        | Canceled project. \$1 million total of STBG (M240) plus matching state funds are being transferred and combined into Key 18772 which is also part of this amendment. |
| Additional Details:      | Existing project in the draft 2018 STIP  |
| Why a Formal amendment?  | Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized              |
| Total Programmed Amount: | MTIP programming for Key 18764 decreases from \$1,000,000 to \$0 and is canceled from the 2018 MTIP.   |
| Other and Notes:         |  |

|                          |  |
|--------------------------|--|
| <b>7. Project:</b>       | <b>OR212: Rock Creek – Richey Rd</b>   |
| Lead Agency:             | ODOT   |
| ODOT Key Number:         | 19355  |
| Project Description:     | Repave roadway and upgrade ADA to current standards  |
| What is Changing?        | Increasing PE phase to a total of \$1,364 million. Construction phase increases to \$5.334 million. The \$1,210,451 HB2017 award is split between PE and construction                |
| Additional Details:      | Existing project   |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, cost increases above 20% for \$1 million or greater project costs require a formal amendment. The cost increase for this project is 78% |
| Total Programmed Amount: | Total programming increases from \$5,343,790 to \$6,729,082  |
| Other and Notes:         | OTC HB2017 project approval at their September 22, 2017 meeting  |

|                      |   |
|----------------------|---|
| <b>8. Project:</b>   | <b>OR212: UPRR Structure - Rock Creek</b>   |
| Lead Agency:         | ODOT  |
| ODOT Key Number:     | 19356   |
| Project Description: | Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond). |
| What is Changing?    | HB1017 awarded funding is being added to the PE construction phases to address phase funding shortfalls           |

|                                 |  |
|---------------------------------|--|
| <b>Additional Details:</b>      |  |
| <b>Why a Formal amendment?</b>  | Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification |
| <b>Total Programmed Amount:</b> | Total programming increases from \$5,343,790 to \$6,729,082  |
| <b>Other and Notes:</b>         | OTC HB2017 project approval at their September 22, 2017 meeting  |

|                                 |   |
|---------------------------------|---|
| <b>9. Project:</b>              | <b>OR213: Foster - Lindy</b>  |
| <b>Lead Agency:</b>             | ODOT  |
| <b>ODOT Key Number:</b>         | NEW   |
| <b>Project Description:</b>     | Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed.  |
| <b>What is Changing?</b>        | Adding a new HB2017 funded project to the 2018 MTIP   |
| <b>Additional Details:</b>      | Non capacity enhancing, rehab, exempt preservation project  |
| <b>Why a Formal amendment?</b>  | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| <b>Total Programmed Amount:</b> | Total programming is with HB2017 at \$9,200,000   |
| <b>Other and Notes:</b>         | OTC HB2017 project approval at their September 22, 2017 meeting   |

|                                 |  |
|---------------------------------|--|
| <b>10. Project:</b>             | <b>US26: Sylvan - OR217</b>  |
| <b>Lead Agency:</b>             | ODOT   |
| <b>ODOT Key Number:</b>         | 20299  |
| <b>Project Description:</b>     | Repave mainline of roadway to improve pavement condition and extend service life.  |
| <b>What is Changing?</b>        | Adding awarded HB2017 funding to address PE and construction phase funding shortfalls  |
| <b>Additional Details:</b>      | Non capacity enhancing, rehab, exempt preservation project   |
| <b>Why a Formal amendment?</b>  | Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification |
| <b>Total Programmed Amount:</b> | HB2017 award is \$624,212. Total programming increases from \$3,162,012 to \$3,786,224   |
| <b>Other and Notes:</b>         | OTC HB2017 project approval at their September 22, 2017 meeting  |

|                                 |  |
|---------------------------------|--|
| <b>11. Project:</b>             | <b>OR99W: I-5 - McDonald St</b>  |
| <b>Lead Agency:</b>             | ODOT   |
| <b>ODOT Key Number:</b>         | 20435  |
| <b>Project Description:</b>     | Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.   |
| <b>What is Changing?</b>        | Adding awarded HB2017 funding to address construction phase funding shortfalls   |
| <b>Additional Details:</b>      | Non capacity enhancing, rehab, exempt preservation project   |
| <b>Why a Formal amendment?</b>  | Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification |
| <b>Total Programmed Amount:</b> | HB2017 \$1,000,000. Programming increases from \$10,397,299 to \$11,397,299  |
| <b>Other and Notes:</b>         | OTC HB2017 project approval at their September 22, 2017 meeting  |

|                          |   |
|--------------------------|---|
| <b>12. Project:</b>      | <b>OR99W: McDonald – Fisher Rd</b>  |
| Lead Agency:             | ODOT  |
| ODOT Key Number:         | New   |
| Project Description:     | Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed.  |
| What is Changing?        | Adding a new HB2017 preservation, exempt project to the 2018 MTIP   |
| Additional Details:      | Non capacity enhancing, rehab, exempt preservation project  |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| Total Programmed Amount: | HB2017 award is \$8,100,000. Total project programming is \$8,100,000.  |
| Other and Notes:         | OTC HB2017 project approval at their September 22, 2017 meeting   |

|                          |  |
|--------------------------|--|
| <b>13. Project:</b>      | <b>OR99W: McDonald – Fisher Rd</b>   |
| Lead Agency:             | ODOT   |
| ODOT Key Number:         | 20300  |
| Project Description:     | Repave mainline of roadway to improve pavement condition and extend service life.  |
| What is Changing?        | Adding awarded HB2017 funding to the PE and construction phases to address PE and construction phase funding shortfalls  |
| Additional Details:      | Non capacity enhancing, rehab, exempt preservation project   |
| Why a Formal amendment?  | Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification |
| Total Programmed Amount: | HB2017 award is \$994,864. Total increases from \$5,070,150 to \$6,065,014.  |
| Other and Notes:         | OTC HB2017 project approval at their September 22, 2017 meeting  |

|                          |  |
|--------------------------|--|
| <b>14. Project:</b>      | <b>I-5 Broadway/Weidler Interchange Improvements<br/>I-5 Rose Quarter Improvement Project</b>  |
| Lead Agency:             | ODOT   |
| ODOT Key Number:         | 19701  |
| Project Description:     | <del>Develop solutions for congestion, freight mobility, safety and seismic upgrades.</del><br>This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. |
| What is Changing?        | Adding HB2017 conditioned funding to the PE phase to continue work on  |
| Additional Details:      | The HB2017 condition is a timing condition to add federal National Highway Freight Program (NHFP) funding to the PE phase.   |
| Why a Formal amendment?  | Cost increases above the 20% threshold require a formal MTIP amendment   |
| Total Programmed Amount: | HB2017 conditioned funding is to add a total of \$16,265,452 of NHFP funds to PE which increases the total programming to \$20,391,998   |
| Other and Notes:         | OTC HB2017 project approval at their September 22, 2017 meeting  |

**End of HB2017 Awarded Projects as part of the September 2017 Formal Amendment to the 2018 MTIP**



**Beginning of Required Project Corrections or adding new (non HB2017 funded) projects to the 2018 MTIP**

|                          |  |
|--------------------------|--|
| <b>15. Project:</b>      | <b>East Multnomah County Road Connections ITS Project</b>  |
| Lead Agency:             | Gresham  |
| ODOT Key Number:         | New  |
| Project Description:     | In eastern Multnomah County and in Gresham, install various ITS improvements including a VMS sign on WB US26 new SE 267th, and install Bluetooth readers at multiple intersections in eastern Multnomah County to help improve the use of existing transportation facility capacity. (Approved Metro TSMO ITS, Source: 2016-18 RFFA) |
| What is Changing?        | This Metro approved TSMO project is being added to the 2018 MTIP as scope and budge are now sufficient for it to move through the federal project delivery process   |
| Additional Details:      | Intelligent Transportation System project  |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.  |
| Total Programmed Amount: | The total programmed amount for the project is \$688,000   |
| Other and Notes:         | Approved TSMO, source 2016-2018 RFFA TSMO allocation   |

|                          |   |
|--------------------------|---|
| <b>16. Project:</b>      | <b>Division Street Corridor Improvements (Gresham)</b>  |
| Lead Agency:             | Gresham   |
| ODOT Key Number:         | 16986 – Re-add to the MTIP (treat as new project to MTIP)   |
| Project Description:     | In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street  |
| What is Changing?        | The project is being re-added to the 2018 MTIP to allow PE activities to continue in 2018   |
| Additional Details:      | Local funds being added in 2018   |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| Total Programmed Amount: | The total programmed amount for the project is \$280,000 with \$100,000 of local funds in the active 2018 MTIP year.  |
| Other and Notes:         | Formal programming request letter from Gresham.   |

|                         |  |
|-------------------------|--|
| <b>17. Project:</b>     | <b>I-5 Columbia River (Interstate) Bridges</b>   |
| Lead Agency:            | ODOT   |
| ODOT Key Number:        | New project  |
| Project Description:    | On I-5 at the Columbia River Bridges in north Portland, perform necessary pre-trunnion shaft replacement bridge work to include restoring the clearances and alignment of gears and bearings that are part of the system to raise and lower the lift-span for efficient operation.   |
| What is Changing?       | The project is being added to the 2018 MTIP  |
| Additional Details:     | Funding for this project will come from the cancellation of a project in Ashland (Region 3), Oregon 99: Ashland Creek Bridge (Southbound) Rehabilitation. The cancellation of this project frees up \$608,273 to be applied to the new project. The additional funds will come from the 2017 State Bridge Program which has a current balance of approximately \$1.8M. The fund balance comes from a combination of favorable bids and engineering estimates that continue to come in under the programmed STIP amounts. |
| Why a Formal amendment? | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which   |

|                          |  |
|--------------------------|--|
|                          | will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| Total Programmed Amount: | The total programmed amount for the project is \$1,463,500   |
| Other and Notes:         | Formal programming request and prior OTC approval in August 2017   |

|                          |  |
|--------------------------|--|
| <b>18. Project:</b>      | <b>SE 122<sup>nd</sup> Ave: Johnson Creek Bridge Replacement</b>   |
| Lead Agency:             | Portland   |
| ODOT Key Number:         | 19794  |
| Project Description:     | Emergency replacement of bridge #51C20. Region   |
| What is Changing?        | Through this amendment, the ROW phase is deleted, a Utility Relocation phase is added with a total of \$140k, and the construction phase is increased.   |
| Additional Details:      | The project costs were re-evaluated when the 60% design update occurred. This revealed additional construction costs and the need for a UR phase to complete the project.  |
| Why a Formal amendment?  | Cost increases greater than 20% for projects with costs of \$1 million or greater require a formal amendment. The cost increase to the project represents a 36% increase and is above the 20% threshold for administrative modifications |
| Total Programmed Amount: | The total programmed amount for the project increases from \$2,800,000 to \$3,811,431  |
| Other and Notes:         | Delivery and completion of this project has been deemed urgent.  |

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|--------------------------|--|
| <b>19. Project:</b>      | <b>Foster Rd Streetscape: SE 50<sup>th</sup> – 92<sup>nd</sup> Ave</b>   |
| Lead Agency:             | Portland   |
| ODOT Key Number:         | 18022  |
| Project Description:     | Reallocate roadway space to create 1 motor vehicle lane and 1 bike lane in each direction with a center turn lane. Construction of curb extensions, sidewalk infill, pedestrian lighting, street trees, rapid flash beacons and traffic signal upgrades. Project also includes required storm water mitigation improvements. |
| What is Changing?        | Project is being re-added to the 2018 MTIP. The construction phase needs to be in 2018 now.  |
| Additional Details:      | Project now includes conditioned storm water mitigation improvements conditioned by FHWA.  |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.  |
| Total Programmed Amount: | The total programmed amount for the project is now \$8,853,456   |
| Other and Notes:         | Cost increase to the project also was addressed by Portland with local funds.  |

|                         |  |
|-------------------------|--|
| <b>20. Project:</b>     | <b>North Rivergate Freight Project</b>   |
| Lead Agency:            | Portland   |
| ODOT Key Number:        | 19300  |
| Project Description:    | Construct a two-lane overcrossing at the UPRR crossing. Modify the existing Lombard St and Rivergate Blvd intersection to accommodate trucks.                                  |
| What is Changing?       | Project is being re-added to the 2018 MTIP. There was not sufficient time to include the re-scoped project in the 2018 MTIP.   |
| Additional Details:     | Construction phase is being pushed out to its current planned obligation year of 2019. Year limit to 2018 required the construction phase to be incorrectly entered into 2018. |
| Why a Formal amendment? | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which           |

|                          |  |
|--------------------------|--|
|                          | will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| Total Programmed Amount: | The total programmed amount for the project is now 22,266,019  |
| Other and Notes:         |  |

|                          |   |
|--------------------------|---|
| <b>21. Project:</b>      | <b>NE Columbia Blvd at MLK Blvd</b>   |
| Lead Agency:             | Portland  |
| ODOT Key Number:         | 13502   |
| Project Description:     | Construct right turn lane, sidewalk, ADA ramps and planting strip on Columbia including additional sidewalk work on MLK   |
| What is Changing?        | Project is being re-added to the 2018 MTIP. There was not sufficient time to compete the ROW and UR before the end of FFY 2017 to obligate the construction phase.  |
| Additional Details:      | Construction phase is being pushed out to its current planned obligation year of 2018.  |
| Why a Formal amendment?  | Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP. |
| Total Programmed Amount: | The total programmed amount for the project remains unchanged at 3,559,259  |
| Other and Notes:         |   |

|                          |   |
|--------------------------|---|
| <b>22. Project:</b>      | <b>SW Herman Rd: SW 124th Ave - SW Cheyenne Way</b>   |
| Lead Agency:             | Tualatin  |
| ODOT Key Number:         | 20815   |
| Project Description:     | In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project) |
| What is Changing?        | The amendment shifts the preliminary engineering phase back to the planning phase to complete required pre-NEPA project development activities.   |
| Additional Details:      | The project becomes a Regionally Significant UPWP project focusing on Pre-NEPA project development.   |
| Why a Formal amendment?  | Shifting a RFFA funded project from the initial capital delivery phase of Preliminary Engineering requires a formal and review and amendment by Metro   |
| Total Programmed Amount: | The total programmed amount for the project remains unchanged at \$725,000  |
| Other and Notes:         |   |

## METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Project eligibility/proof of funding commitment and verification
- RTP consistency review with the financially constrained element.
- RTP goals and strategies consistency
- Amendment type determination; **Formal** or Administrative:
  - Adding a new project to the MTIP is required per the FHWA STIP & MTIP Amendment Matrix.

- Guidance: Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized.
- Per discussion with ODOT, all HB2017 awarded projects are to proceed under the formal amendment rules.
- Air conformity review
- Fiscal constraint verification
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Initiated on September, 25 2017 with a planned conclusion on October 24, 2017

MPO responsibilities include the completion of a required 30-day public notification period for all projects in the May 2017 Formal Amendment. Both projects have been posted on Metro's MTIP web page for notification and comment opportunity. Metro staff will respond to received comments as necessary. One significant comment has been received concerning the Powell Multi-modal project and Rose Quarter Improvement project. Metro and ODOT staff responded to the person and provided additional background information as requested. Staff's opinion is that the projects can be amended as requested and added to the 2018-21 MTIP without issue. TPAC recommend approval on September 29, 2017. JPACT recommended approval on October 19, 2017.

## APPROVAL STEPS AND TIMING

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

| <u>Action</u>   | <u>Target Date</u> |
|---|--------------------|
| ● Initiate the required 30-day public notification process..... | September 25, 2017 |
| ● TPAC notification and approval recommendation.....            | September 29, 2017 |
| ● 2018 MTIP approval.....                                       | September 29, 2017 |
| ● JPACT approval and recommendation to Council*.....            | October 19, 2017   |
| ● Completion of public notification process.....                | October 24, 2017   |
| ● Metro Council approval.....                                   | November 2, 2017   |

### USDOT Approval Steps:

| <u>Action</u>  | <u>Target Date</u>  |
|--|---------------------|
| ● Metro development of amendment narrative package ..... | November 2, 2017    |
| ● Amendment bundle submission to ODOT and USDOT .....    | November 3, 2017    |
| ● ODOT clarification and approval.....                   | Mid November, 2017  |
| ● USDOT clarification and final amendment approval.....  | Late November, 2017 |

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).

3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None to Metro


**RECOMMENDED ACTION:**

JPACT recommends the approval of Resolution 17-4844.


**Attachments:**

1. HB2017 Project Preview List
2. HB2017 September 2017 OTC letter



| <b>Attachment 1</b><br><b>* DRAFT * Preview of Metro Boundary Area HB2017 Awarded Projects</b> |             |              |             |              |          |  |  |
|--|-------------|--------------|-------------|--------------|----------|---|--|
| Num  | Lead Agency | Project Name | Description | HB2017 Award | ODOT Key | MTIP ID   |  |

| OTC August 2017 Approved HB2017 Awarded Projects                              |      |   |   |   |         |         |  |
|---|------|---|---|---|---------|---------|--|
| 1   | ODOT | I-205 CBOS-ATMS   | NB Aux lane segments + ATMS improvements NB & SB  | <b>\$30,000,000</b>   | TBD New | TBD New |  |
| 2   | ODOT | I-205 Stafford Road to OR99E  | Planning/project development activities to add a third lane in each direction between Stafford Road and OR43 and a fourth lane on the Abernethy Bridge to help separate through-traffic   | <b>\$9,222,000</b> of NHFP + required match<br>Total = \$10,000,000 | 19786   | 70859   |  |
| HB2017 Projects Expected to be Approved During the September 2017 OTC Meeting |      |   |   |   |         |         |  |
| 3   | ODOT | I-205 Paving Project  | Part of the I-205 CBOS-ATMS project to complete later pavement rehabilitation needs   | <b>\$5,000,000</b>  | TBD New | TBD New |  |
| 4   | ODOT | I-84: Graham Road Bridge Replacements                               | Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A  | <b>\$3,000,000</b>  | 19763   | 79858   |  |
| 5   | ODOT | Columbia Blvd Pedestrian Safety Improvements                        | Working on the appropriate project description  | <b>\$1,500,000</b>  | TBD New | TBD New |  |
| 6   | ODOT | OR217: OR10 - 99W SB AUXILIARY LANE                                 | Design work for a southbound Auxiliary Lane from the intersection of OR10 to 99W (Expected to change Lead agency to ODOT)   | <b>\$44,000,000</b>   | 18841   | 79787   |  |
| 7   | ODOT | Powell Blvd Jurisdiction Transfer (Phase I, II & III)               | Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. (HB2017 awarded project, \$110,000,000 original award) | <b>110,000,000</b>  | TBD New | TBD New |  |
| 8   | ODOT | OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane | Primarily to construct a northbound auxiliary lane on OR217   | <b>54,000,000</b>   | TBD New | TBD New |  |
| 9   | ODOT | OR212: SE RICHEY RD - US26  | Multi-lift paving of the highway in conjunction with targeted deeper pavement   | <b>\$700,000</b>  | 18772   | 70761   |  |
| 10  | ODOT | OR212: ROCK CREEK - RICHEY RD                                       | Repave roadway and upgrade ADA to current standards   | <b>\$1,210,451</b>  | 19355   | 70807   |  |
| 11  | ODOT | OR213: FOSTER - LINDY   | None yet- Assumed non capacity enhancing project, conformity exempt.  | <b>\$9,200,000</b>  | TBD New | TBD New |  |
| 12  | ODOT | US26: SYLVAN - OR217  | Repave mainline of roadway to improve pavement condition and extend service life.   | <b>\$624,212</b>  | 20299   | 70940   |  |
| 13  | ODOT | OR99W: MCDONALD - FISCHER RD  | Repave/rehab roadway, upgrade ADA ramps, and address drainage as needed   | <b>\$8,100,000</b>  | TBD New | TBD New |  |
| 14  | ODOT | US26: OR217 - CORNELL RD  | Repave mainline of roadway to improve pavement condition and extend service life.   | <b>\$994,864</b>  | 20300   | 70941   |  |
| 15  | ODOT | OR8: SE 73rd - Minter Bridge  | None yet. Assumed non capacity enhancing as a preservation project  | <b>\$1,500,000</b>  | TBD New | TBD New |  |
| 16  | ODOT | I-5 OVER NE HASSALO ST AND NE HOLIDAY ST (BR# 08583)                | Working on appropriate description for the project  | <b>\$5,000,000</b>  | TBD New | TBD New |  |
| 17  | ODOT | I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL 2                 | Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.  | <b>\$1,000,000</b>  | 20298   | 70939   |  |

| Attachment 1   |             |              |             |              |  Metro |         |
|--|-------------|--------------|-------------|--------------|---|---------|
| * DRAFT * Preview of Metro Boundary Area HB2017 Awarded Projects |             |              |             |              |   |         |
| Num  | Lead Agency | Project Name | Description | HB2017 Award | ODOT Key  | MTIP ID |

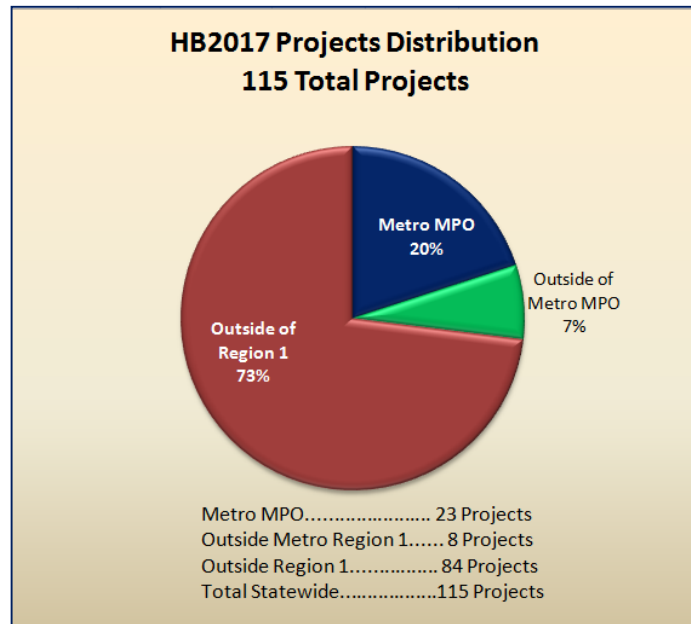
|    |      |   |   |   |       |       |
|----|------|---|---|---|-------|-------|
| 18 | ODOT | <u>STIP/MTIP Current</u><br>I-5 Broadway/Weidler Interchange Improvements<br><u>HB2017</u><br><b>I-5 Rose Quarter Congestion Relief project</b> | This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 named & directed project to add \$16,265,452 of NHFP funds) | <b>Federal NHFP+ Match</b><br><br><b>\$16,265,452</b> | 19071 | 70784 |
| 19 | ODOT | OR212: UPRR STRUCTURE - ROCK CREEK  | Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond).   | <b>\$657,473</b>                                      | 19356 | 70808 |
| 20 | ODOT | OR99W: I-5 - MCDONALD ST  | Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.  | <b>\$1,000,000</b>                                    | 20435 | 70988 |
| 21 | ODOT | I-84: EAST PORTLAND FWY - NE 181ST AVE  | Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.  | <b>\$3,600,000</b>                                    | 20410 | 70967 |
| 22 | ODOT | US30: SANDY RIVER (TROUTDALE) BRIDGE (BR#02019)   | Design shelf ready plans to paint bridge; replace sidewalk and repair foundation.   | <b>\$5,750,000</b>                                    | 20703 | 71007 |
| 23 | ODOT | OR99W: TUALATIN RIVER NB BRIDGE   | Design shelf ready plans to replace the current structural overlay.   | <b>\$1,202,900</b>                                    | 20471 | 70999 |

| HB2017 ODOT Awarded Projects Summary       |          |                       |                                     |                                    |                          |
|--|----------|-----------------------|-------------------------------------|------------------------------------|--------------------------|
| Category                                   | Projects | HB2017 Funding        | Other Conditioned/ Directed Funding | Category Percent of Total Projects | Funding Percent of Total |
| EM   | 7        | \$ 248,200,000        |                                     | 30.4%                              | 79.3%                    |
| Preservation                               | 9        | \$ 23,987,000         |                                     | 39.1%                              | 7.7%                     |
| Bridge                                     | 3        | \$ 11,952,900         |                                     | 13.0%                              | 3.8%                     |
| IM   | 2        | \$ 4,600,000          |                                     | 8.7%                               | 1.5%                     |
| Culverts                                   | 0        | \$ -                  |                                     | 0.0%                               | 0.0%                     |
| Freight                                    | 2        | \$ -                  | \$ 24,221,999                       | 8.7%                               | 7.7%                     |
| Subtotals:                                 | 23       | \$ 288,739,900        | \$ 24,221,999                       | 100.0%                             | 100.0%                   |
| <b>Total HB2017 Inside MPO Funding:</b>    |          | <b>\$ 312,961,899</b> | 92.9%                               |                                    |                          |
| <b>Total Projects (8) Outside MPO:</b>     |          | <b>\$ 24,045,013</b>  | 7.1%                                |                                    |                          |
| <b>Total ALL Region 1 HB2017 Projects:</b> |          | <b>\$ 337,006,912</b> |                                     |                                    |                          |

| HB2017 Awarded Projects Outside of Region 1 |   |          |              |
|---|---|----------|--------------|
| Num   | Name  | ODOT Key | Cost         |
| 1   | I-84: Ladd Canyon Freight and Culvert Improvements  | 20381    | 23,552,258   |
| 2   | Tom McCall Road Roundabout  | 18728    | \$4,915,500  |
| 3   | State Hwy 214 pedestrian safety improvements @ Jefferson Street in City of Silverton                | New      | \$750,000    |
| 4   | State Hwy 126 Florence-Eugene Highway EIS Study   | New      | \$3,000,000  |
| 5   | Scottsburg Bridge replacement   | 18578    | \$42,848,000 |
| 6   | Southern Oregon Seismic Triage  | New      | \$35,000,000 |
| 7   | Newberg-Dundee Bypass, Phase 2 (Design & Shovel Ready Prep)   | 19909    | \$22,000,000 |
| 8   | US 97 at Terrebonne   | New      | \$20,000,000 |
| 9   | I-5 at Aurora-Donald Interchange, Phase 1   | New      | 25,000,000   |
| 10  | US 20 Safety Upgrades: Albany to Corvallis  | New      | \$20,000,000 |
| 11  | OR 99E in City of Halsey  | 18751    | \$13,544,100 |
| 12  | US 20 Freight Mobility Enhancements   | New      | \$2,280,000  |
| 13  | State Hwy 58, passing lanes west of Oakridge  | New      | \$7,200,000  |
| 14  | US 97 & Cooley Road Mid-term Improvements   | New      | \$13,000,000 |
| 15  | Rest Areas Capital Improvement 2018   | New      | \$2,780,000  |
| 16  | Territorial Highway jurisdictional transfer   | New      | \$5,000,000  |
| 17  | State Hwy 99 Improvements in Eugene - jurisdictional transfer                                       | New      | \$5,000,000  |
| 18  | Port of Umatilla Road (Local)   | New      | \$2,000,000  |
| 19  | Rest Areas Capital Improvement 2019   | New      | \$5,774,000  |
| 20  | Improvements to Alder Creek Road in Wheeler County (Local)  | New      | \$593,000    |
| 21  | Pedestrian safety improvements in City of Dufur   | New      | \$400,000    |
| 22  | Pedestrian safety and road improvements in City of Prineville                                       | New      | \$3,000,000  |
| 23  | Eastern Oregon Trade and Event Center Access Road Project (Local)                                   | New      | \$1,097,000  |
| 24  | Pedestrian safety improvements in City of Arlington   | New      | \$1,500,000  |
| 25  | Rest Areas Capital Improvement 2020   | New      | \$1,504,000  |
| 26  | Pedestrian safety and road improvements in City of Milton-Freewater (Local)                         | New      | \$3,000,000  |
| 27  | Pedestrian safety and road improvements in City of Burns  | New      | \$3,000,000  |
| 28  | Pedestrian safety and road improvements in City of Irrigon (Local)                                  | New      | \$3,000,000  |
| 29  | Pedestrian safety and road improvements in City of Heppner (Local)                                  | New      | \$3,000,000  |
| 30  | Rest Areas Capital Improvement 2021   | New      | \$444,000    |
| 31  | Oregon Manufacturing Innovation Center Access Roads in Columbia County (Possible Funding Elsewhere) | New      | \$4,000,000  |
| 32  | Hermiston North First Place Project (Local)   | New      | \$1,400,000  |
| 33  | Region 2: I-5 Culverts I  | New      | \$2,669,500  |
| 34  | OR-202 Culvert MP 3.60  | New      | \$400,000    |

|    |   |       |              |
|----|---|-------|--------------|
| 35 | OR-58: Fix It Corridor Culverts II                | 20102 | \$308,035    |
| 36 | U.S. 101 Culverts                                 | New   | \$360,000    |
| 37 | Powers Highway: Long Tom Culvert                  | 20134 | \$1,850,000  |
| 38 | OR-42 Frenchie Creek                              | 20711 | \$3,001,000  |
| 39 | US97: The Dalles – California Hwy Culverts        | New   | \$1,850,000  |
| 40 | I-84 Priority Route Culverts                      | 20322 | \$2,772,640  |
| 41 | U.S. 20 Priority Route Culverts                   | 20355 | \$2,182,080  |
| 42 | BRIDGE WORK FOR PAVEMENT PROJECTS                 | New   | \$4,234,245  |
| 43 | US101B: LEWIS & CLARK RIVER BRIDGE                | 20107 | \$1,667,280  |
| 44 | OR36: INDIAN CREEK BRIDGE                         | 20118 | \$1,081,040  |
| 45 | US101: YAQUINA BAY BRIDGE                         | 20109 | \$20,623,600 |
| 46 | OR34: VAN BUREN BRIDGE (CORVALLIS)3               | 20688 | \$69,000,000 |
| 47 | OR18 SPUR: SOUTH YAMHILL RIVER BR #06758          | 19389 | \$38,360,000 |
| 48 | OR66 OVER CENTRAL OR & PACIFIC RAILROAD (ASHLAND) | New   | \$1,920,000  |
| 49 | E MAIN ST OVER I-5 BRIDGE(ASHLAND                 | New   | \$737,000    |
| 50 | US101: TAHKENITCH CREEK & TENMILE CREEK BRIDGES   | 20097 | \$3,270,100  |
| 51 | US26: CLEAR CREEK BRIDGE                          | 20119 | \$3,276,050  |
| 52 | US26: BRIDGE CREEK BRIDGE                         | 20120 | \$3,388,750  |
| 53 | I-84 FRONTAGE ROAD: MEACHAM CREEK & UPRR          | 20539 | \$5,541,024  |
| 54 | OR37 OVER UPRR (COLD SPRINGS)                     | 20541 | \$1,016,578  |
| 55 | I-84 EB OVER US395 (EMIGRANT AVE INTCHG)          | 20540 | \$1,512,500  |
| 56 | US101: YAQUINA BAY BRIDGE (NEWPORT                | 19654 | \$2,850,000  |
| 57 | I-5: BRIDGE REPLACEMENT AT COMMERCIAL (07524B)    | New   | \$6,700,000  |
| 58 | US97/OR58 Seismic Landslide Mitigation            | New   | \$10,000,000 |
| 59 | OR-22: Joseph St. - Golf Club Rd.                 | 20418 | \$3,800,000  |
| 60 | US-26: Necanicum Jct - Jewell Jct                 | New   | \$10,600,000 |
| 61 | US20: Philomath Couplet                           | New   | \$3,700,000  |
| 62 | US26: Hayward Rd. - NW Mountaindale Rd.           | New   | \$500,000    |
| 63 | OR34: Pacific Hwy - Sunset Rd                     | New   | \$6,000,000  |
| 64 | OR99W: W. 3rd Ave - Enid Rd                       | New   | \$7,300,000  |
| 65 | US20: Cox Creek - Reeves Parkway                  | New   | \$400,000    |
| 66 | I-5: Garden Valley Blvd - Roberts Creek           | 20106 | \$19,000,000 |
| 67 | OR140: Avenue G - OR62                            | 20100 | \$2,700,000  |
| 68 | OR42: Delmar Ln - Cedar Point Rd                  | New   | \$500,000    |
| 69 | OR66: Railroad Bridge - Dead Indian Memorial Rd   | New   | \$500,000    |
| 70 | OR62: Brophy Way - Rogue River Dr.                | New   | \$300,000    |
| 71 | US26: MP 99 - Kahneeta Jct.                       | 20853 | \$3,250,000  |
| 72 | OR66: Railroad Bridge - Dead Indian Memorial Rd   | New   | \$500,000    |
| 73 | OR62: Brophy Way - Rogue River Dr.                | New   | \$300,000    |
| 74 | US26: MP 99 - Kahneeta Jct.                       | 20853 | \$3,250,000  |
| 75 | US97: Spring Creek Hill - N. Chiloquin Intchg.    | 20151 | \$12,568,800 |
| 76 | US97: Shaniko Jct - Trout Creek Bridge            | 20851 | \$12,520,000 |
| 77 | US97: SCL Crescent - Willamette Hwy Jct           | New   | \$400,000    |
| 78 | US-395: Big Stick Creek - Alkalai Lake            | New   | \$14,200,000 |

|                    |  |       |                      |
|--------------------|--|-------|----------------------|
| 79                 | US97: Veterans Way - Yew Ave (Redmond)                 | New   | \$1,000,000          |
| 80                 | 6th St: Yerxa Ave - Umatilla Bridge                    | 18113 | \$1,885,782          |
| 81                 | I-84: Meacham - Kamela                                 | 20530 | \$31,700,000         |
| 82                 | OR-11: Pendleton – Weston and Hwy 331/I-84 Interchange | New   | \$8,100,000          |
| 83                 | OR-11: Milton Freewater – State Line                   | New   | \$600,000            |
| 84                 | I-5 Kuebler Blvd to Delaney Rd Widening                | 19929 | \$18,033,285         |
| <b>Total Cost:</b> |  |       | <b>\$633,761,156</b> |





# Oregon

Kate Brown, Governor

**Oregon Transportation Commission**

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** September 7, 2017

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda F** – Adding House Bill 2017 Projects into the 2018-2021 Statewide Transportation Improvement Program

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) by adding list of projects funded by House Bill 2017 (Transportation Funding).

**Background:**

House Bill 2017 provides additional funding for projects named in the bill and for bridge, pavement, culvert, seismic and safety projects. The attached list includes all of these projects that are funded for the 2018-2021 timeframe. Future STIP updates will incorporate the remaining named projects and other funded projects. The Oregon Department of Transportation (ODOT) staff reviewed this situation and attached project list with the Commission at their August meeting. Approval was deferred to September to allow time for public input.

In HB 2017 there were other projects, such as Interstate 205: Stafford Road-Oregon City, and expectations, such as tolling, that require funding not specifically listed in the bill. To fund these and to help jump start key projects tied to future gas tax increases (Interstate 205: Johnson Creek to Glen Jackson Bridge Corridor Bottleneck and Active Traffic Management) included in this amendment is the \$74 million of unallocated funds. These funds include \$49 million of freight funds and \$25 million of strategic reserves that the Commission left unallocated in the 2018-2021 STIP.

In developing the bridge, pavement, culvert, seismic and safety projects that were not specifically named in the bill, staff used the same asset management systems used to develop the 2018-2021 STIP. In fact, many of these projects are already funded for design (shelf projects) or were on the “150%” list of the 2018-2021 STIP.

When we developed this list we also assumed that projects named in the bill went toward meeting the various targets set for the program areas. For example, the U.S. 20 safety upgrade program named in the bill was counted toward meeting our 10 percent going toward safety. By combining the \$74 million of STIP funds we were also able to bring the mix of projects closer to the objectives in the Oregon Transportation Commission’s investment strategy. As a result, for example, maintenance will be receiving \$45M during this time period.



To implement these projects, we are rapidly standing up an enhanced outsourcing process that will allow us to increase our capacity to deliver this added work. We are in the process of adding the positions provided in the bill and preparing for the 2018-2019 legislative sessions where we will be asking for additional resources to support our expanded outsource process. This aggressive approach will allow us to get projects out to construction as soon as possible and ensure we meet the various triggers established in the bill for additional fuel tax increases.

Attachment:

- Attachment 1 – 2018-2021 Project Amendment List

Copies (w/attachments) to:

|              |                |              |              |
|--------------|----------------|--------------|--------------|
| Jerri Bohard | Travis Brouwer | Tom Fuller   | Bob Gebhardt |
| Paul Mather  | Mac Lynde      | Jeff Flowers | Lynn Averbek |

# Attachment 1

## HB 2017 - Projects Needing Action in August (Separate Letters Submitted for their Actions)

| Project Name            | I-205 Corridor Bottleneck |                      |
|-------------------------|---------------------------|----------------------|
|                         | K TBD                     |                      |
| PHASE                   | YEAR                      | COST                 |
| Planning                |                           | \$ -                 |
| Preliminary Engineering | 2018                      | \$ 8,000,000         |
| Right of Way            |                           | \$ -                 |
| Utility Relocation      |                           | \$ -                 |
| Construction            | 2019                      | \$ 19,700,000        |
| Other                   | 2018                      | \$ 3,000,000         |
| <b>TOTAL</b>            |                           | <b>\$ 30,700,000</b> |

| Project Name            | I-84: Ladd Canyon Freight and Culvert Improvements |                      |
|-------------------------|--|----------------------|
|                         | K20381   |                      |
| PHASE                   | YEAR   | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2017   | \$ 1,756,508         |
| Right of Way            | 2017   | \$ 30,000            |
| Utility Relocation      |  | \$ -                 |
| Construction            | 2019   | \$ 21,765,750        |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 23,552,258</b> |

## HB 2017 - State Projects

| Project Name            | Tom McCall Road Roundabout |                     |
|-------------------------|----------------------------|---------------------|
|                         | K 18728                    |                     |
| PHASE                   | YEAR                       | COST                |
| Planning                |                            | \$ -                |
| Preliminary Engineering | 2015                       | \$ 517,000          |
| Right of Way            | 2017                       | \$ 183,000          |
| Utility Relocation      | 2018                       | \$ 90,000           |
| Construction            | 2017                       | \$ 4,125,500        |
| Other                   |                            | \$ -                |
| <b>TOTAL</b>            |                            | <b>\$ 4,915,500</b> |

| Project Name            | Hwy 211 Improvements from Hwy 213 to Molalla Avenue in City of Molalla |                   |
|-------------------------|--|-------------------|
|                         | K 18811  |                   |
| PHASE                   | YEAR   | COST              |
| Planning                |  | \$ -              |
| Preliminary Engineering |  | \$ -              |
| Right of Way            |  | \$ -              |
| Utility Relocation      |  | \$ -              |
| Construction            | 2019   | \$ 750,000        |
| Other                   |  | \$ -              |
| <b>TOTAL</b>            |  | <b>\$ 750,000</b> |

| Project Name            | State Hwy 214 pedestrian safety improvements @ Jefferson Street in City of Silverton |                   |
|-------------------------|--|-------------------|
|                         | K TBD  |                   |
| PHASE                   | YEAR   | COST              |
| Planning                |  | \$ -              |
| Preliminary Engineering | 2018   | \$ 125,000        |
| Right of Way            |  | \$ -              |
| Utility Relocation      |  | \$ -              |
| Construction            | 2019   | \$ 625,000        |
| Other                   |  | \$ -              |
| <b>TOTAL</b>            |  | <b>\$ 750,000</b> |

| Project Name            | State Hwy 126 Florence-Eugene Highway EIS Study |                     |
|-------------------------|---|---------------------|
|                         | K TBD   |                     |
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2019  | \$ 3,000,000        |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            |   | \$ -                |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 3,000,000</b> |

| Project Name            | Scottsburg Bridge replacement |                      |
|-------------------------|-------------------------------|----------------------|
|                         | K 18578                       |                      |
| PHASE                   | YEAR                          | COST                 |
| Planning                |                               | \$ -                 |
| Preliminary Engineering | 2015                          | \$ 2,718,000         |
| Right of Way            | 2017                          | \$ 1,380,000         |
| Utility Relocation      | 2018                          | \$ 50,000            |
| Construction            | 2019                          | \$ 38,700,000        |
| Other                   |                               | \$ -                 |
| <b>TOTAL</b>            |                               | <b>\$ 42,848,000</b> |

| Project Name            | Southern Oregon Seismic Triage |                      |
|-------------------------|--------------------------------|----------------------|
|                         | K TBD                          |                      |
| PHASE                   | YEAR                           | COST                 |
| Planning                |                                | \$ -                 |
| Preliminary Engineering | 2018                           | \$ 2,500,000         |
| Right of Way            | 2019                           | \$ 100,000           |
| Utility Relocation      | 2019                           | \$ 100,000           |
| Construction            | 2020                           | \$ 32,300,000        |
| Other                   |                                | \$ -                 |
| <b>TOTAL</b>            |                                | <b>\$ 35,000,000</b> |

| Project Name            | Newberg-Dundee Bypass, Phase 2 (Design & Shovel Ready Prep) |                      |
|-------------------------|---|----------------------|
|                         | K 19909   |                      |
| PHASE                   | YEAR  | COST                 |
| Planning                |   | \$ -                 |
| Preliminary Engineering | 2018  | \$ 22,000,000        |
| Right of Way            |   | \$ -                 |
| Utility Relocation      |   | \$ -                 |
| Construction            |   | \$ -                 |
| Other                   |   | \$ -                 |
| <b>TOTAL</b>            |   | <b>\$ 22,000,000</b> |

| Project Name            | OR-217 Southbound |                      |
|-------------------------|-------------------|----------------------|
|                         | K 18841           |                      |
| PHASE                   | YEAR              | COST                 |
| Planning                |                   | \$ -                 |
| Preliminary Engineering | 2014              | \$ 3,302,832         |
| Right of Way            | 2019              | \$ 200,000           |
| Utility Relocation      |                   | \$ -                 |
| Construction            | 2021              | \$ 44,000,000        |
| Other                   |                   | \$ -                 |
| <b>TOTAL</b>            |                   | <b>\$ 47,502,832</b> |

| Project Name            | US 97 at Terrebonne |                      |
|-------------------------|---------------------|----------------------|
|                         | K TBD               |                      |
| PHASE                   | YEAR                | COST                 |
| Planning                |                     | \$ -                 |
| Preliminary Engineering | 2019                | \$ 1,800,000         |
| Right of Way            | 2019                | \$ 500,000           |
| Utility Relocation      | 2020                | \$ 200,000           |
| Construction            | 2021                | \$ 17,500,000        |
| Other                   |                     | \$ -                 |
| <b>TOTAL</b>            |                     | <b>\$ 20,000,000</b> |

| Project Name            | I-5 at Aurora-Donald Interchange, Phase 1 |                      |
|-------------------------|---|----------------------|
|                         | K TBD                                     |                      |
| PHASE                   | YEAR                                      | COST                 |
| Planning                |   | \$ -                 |
| Preliminary Engineering | 2018                                      | \$ 5,000,000         |
| Right of Way            | 2019                                      | \$ 2,000,000         |
| Utility Relocation      |   | \$ -                 |
| Construction            | 2021                                      | \$ 18,000,000        |
| Other                   |   | \$ -                 |
| <b>TOTAL</b>            |   | <b>\$ 25,000,000</b> |

| Project Name            | US 20 Freight Mobility Enhancements |                     |
|-------------------------|-------------------------------------|---------------------|
|                         | K TBD                               |                     |
| PHASE                   | YEAR                                | COST                |
| Planning                |                                     | \$ -                |
| Preliminary Engineering | 2019                                | \$ 2,000,000        |
| Right of Way            | 2020                                | \$ 250,000          |
| Utility Relocation      | 2020                                | \$ 30,000           |
| Construction            |                                     | \$ -                |
| Other                   |                                     | \$ -                |
| <b>TOTAL</b>            |                                     | <b>\$ 2,280,000</b> |

| Project Name            | State Hwy 58, passing lanes west of Oakridge |                     |
|-------------------------|--|---------------------|
|                         | K TBD  |                     |
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2021   | \$ 720,000          |
| Right of Way            | 2022   | \$ 15,000           |
| Utility Relocation      |  | \$ -                |
| Construction            | 2024   | \$ 6,465,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 7,200,000</b> |

| Project Name            | US 20 Safety Upgrades: Albany to Corvallis |                      |
|-------------------------|--|----------------------|
|                         | K TBD                                      |                      |
| PHASE                   | YEAR                                       | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2018                                       | \$ 2,500,000         |
| Right of Way            | 2019                                       | \$ 2,500,000         |
| Utility Relocation      |  | \$ -                 |
| Construction            | 2021                                       | \$ 15,000,000        |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 20,000,000</b> |

| Project Name            | Powell Blvd Jurisdiction Transfer (Phase I, II & III) |                      |
|-------------------------|---|----------------------|
|                         | K TBD   |                      |
| PHASE                   | YEAR  | COST                 |
| Planning                |   | \$ -                 |
| Preliminary Engineering | 2018  | \$ 13,000,000        |
| Right of Way            | 2020  | \$ 28,000,000        |
| Utility Relocation      | 2021  | \$ 3,000,000         |
| Construction            |   | \$ -                 |
| Other                   |   | \$ -                 |
| <b>TOTAL</b>            |   | <b>\$ 44,000,000</b> |

| Project Name            | US 97 & Cooley Road Mid-term Improvements |                      |
|-------------------------|---|----------------------|
|                         | K TBD                                     |                      |
| PHASE                   | YEAR                                      | COST                 |
| Planning                |   | \$ -                 |
| Preliminary Engineering | 2018                                      | \$ 1,000,000         |
| Right of Way            | 2019                                      | \$ 12,000,000        |
| Utility Relocation      |   | \$ -                 |
| Construction            |   | \$ -                 |
| Other                   |   | \$ -                 |
| <b>TOTAL</b>            |   | <b>\$ 13,000,000</b> |

| Project Name            | OR 99E in City of Halsey |                      |
|-------------------------|--------------------------|----------------------|
|                         | K 18751                  |                      |
| PHASE                   | YEAR                     | COST                 |
| Planning                |                          | \$ -                 |
| Preliminary Engineering | 2017                     | \$ 544,100           |
| Right of Way            |                          | \$ -                 |
| Utility Relocation      |                          | \$ -                 |
| Construction            | 2022                     | \$ 13,000,000        |
| Other                   |                          | \$ -                 |
| <b>TOTAL</b>            |                          | <b>\$ 13,544,100</b> |

| Project Name            | OR-217 Northbound |                      |
|-------------------------|-------------------|----------------------|
|                         | K TBD             |                      |
| PHASE                   | YEAR              | COST                 |
| Planning                |                   | \$ -                 |
| Preliminary Engineering | 2018              | \$ 9,400,000         |
| Right of Way            | 2020              | \$ 2,000,000         |
| Utility Relocation      |                   | \$ -                 |
| Construction            |                   | \$ -                 |
| Other                   |                   | \$ -                 |
| <b>TOTAL</b>            |                   | <b>\$ 11,400,000</b> |

HB 2017 - Local Projects

| Project Name            | Rest Areas Capital Improvement 2018<br>K TBD |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering |  | \$ -                |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            |  | \$ -                |
| Other                   | 2018   | \$ 2,780,000        |
| <b>TOTAL</b>            |  | <b>\$ 2,780,000</b> |

| Project Name            | Port of Hood River Bridge Replacement EIS<br>K TBD |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                | 2018   | \$ 5,000,000        |
| Preliminary Engineering |  | \$ -                |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            |  | \$ -                |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 5,000,000</b> |

| Project Name            | Territorial Highway jurisdictional transfer<br>K TBD |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering |  | \$ -                |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            |  | \$ -                |
| Other                   | 2018   | \$ 5,000,000        |
| <b>TOTAL</b>            |  | <b>\$ 5,000,000</b> |

| Project Name            | State Hwy 99 Improvements in Eugene -<br>jurisdictional transfer<br>K TBD |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering |   | \$ -                |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            |   | \$ -                |
| Other                   | 2018  | \$ 5,000,000        |
| <b>TOTAL</b>            |   | <b>\$ 5,000,000</b> |

| Project Name            | Improvements to Graham Road at the intersection<br>with I-84 in City of<br>Troutdale<br>K 19763 |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering |   | \$ -                |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            | 2018  | \$ 3,000,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 3,000,000</b> |

| Project Name            | Port of Umatilla Road (Local)<br>K TBD |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR                                   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2017                                   | \$ 400,000          |
| Right of Way            | 2018                                   | \$ 100,000          |
| Utility Relocation      | 2018                                   | \$ 25,000           |
| Construction            | 2019                                   | \$ 1,475,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 2,000,000</b> |

| Project Name            | Rest Areas Capital Improvement 2019<br>K TBD |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering |  | \$ -                |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            |  | \$ -                |
| Other                   | 2019   | \$ 5,774,000        |
| <b>TOTAL</b>            |  | <b>\$ 5,774,000</b> |

| Project Name            | Wanapa Street Improvements in City of Cascade<br>Locks<br>K TBD |                   |
|-------------------------|---|-------------------|
| PHASE                   | YEAR  | COST              |
| Planning                |   | \$ -              |
| Preliminary Engineering | 2018  | \$ 250,000        |
| Right of Way            |   | \$ -              |
| Utility Relocation      |   | \$ -              |
| Construction            | 2019  | \$ 500,000        |
| Other                   |   | \$ -              |
| <b>TOTAL</b>            |   | <b>\$ 750,000</b> |

| Project Name            | Columbia Blvd Pedestrian Safety Improvements<br>K TBD |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering |   | \$ -                |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            | 2019  | \$ 1,500,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 1,500,000</b> |

| Project Name            | Improvements to Alder Creek Road in Wheeler<br>County (Local)<br>K TBD |                   |
|-------------------------|--|-------------------|
| PHASE                   | YEAR   | COST              |
| Planning                |  | \$ -              |
| Preliminary Engineering | 2018   | \$ 123,000        |
| Right of Way            | 2018   | \$ 50,000         |
| Utility Relocation      |  | \$ -              |
| Construction            | 2019   | \$ 420,000        |
| Other                   |  | \$ -              |
| <b>TOTAL</b>            |  | <b>\$ 593,000</b> |

| Project Name            | Pedestrian safety improvements in City of Dufur<br>K TBD |                   |
|-------------------------|--|-------------------|
| PHASE                   | YEAR   | COST              |
| Planning                |  | \$ -              |
| Preliminary Engineering | 2018   | \$ 100,000        |
| Right of Way            | 2018   | \$ 20,000         |
| Utility Relocation      |  | \$ -              |
| Construction            | 2019   | \$ 280,000        |
| Other                   |  | \$ -              |
| <b>TOTAL</b>            |  | <b>\$ 400,000</b> |

| Project Name            | Pedestrian safety and road improvements in City<br>of Prineville<br>K TBD |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2018  | \$ 500,000          |
| Right of Way            | 2018  | \$ 100,000          |
| Utility Relocation      |   | \$ -                |
| Construction            | 2019  | \$ 2,400,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 3,000,000</b> |

# Attachment 1

| Project Name            | Eastern Oregon Trade and Event Center Access Road Project (Local) |                     |
|-------------------------|---|---------------------|
|                         | K TBD   |                     |
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2017  | \$ 274,250          |
| Right of Way            | 2017  | \$ 50,000           |
| Utility Relocation      | 2018  | \$ 25,000           |
| Construction            | 2019  | \$ 747,750          |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 1,097,000</b> |

| Project Name            | Pedestrian safety and road improvements in City of Milton-Freewater (Local) |                     |
|-------------------------|---|---------------------|
|                         | K TBD   |                     |
| PHASE                   | YEAR  | COST                |
| Planning                | 2018  | \$ 5,000            |
| Preliminary Engineering | 2018  | \$ 600,000          |
| Right of Way            | 2018  | \$ 100,000          |
| Utility Relocation      | 2019  | \$ 20,000           |
| Construction            | 2020  | \$ 2,275,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 3,000,000</b> |

| Project Name            | Pedestrian safety and road improvements in City of Heppner (Local) |                     |
|-------------------------|--|---------------------|
|                         | K TBD  |                     |
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2018   | \$ 600,000          |
| Right of Way            | 2018   | \$ 150,000          |
| Utility Relocation      | 2019   | \$ 20,000           |
| Construction            | 2020   | \$ 2,230,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 3,000,000</b> |

| Project Name            | Hermiston North First Place Project (Local) |                     |
|-------------------------|---|---------------------|
|                         | K TBD                                       |                     |
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2021  | \$ 900,000          |
| Right of Way            | 2021  | \$ 500,000          |
| Utility Relocation      |   | \$ -                |
| Construction            |   | \$ -                |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 1,400,000</b> |

| Project Name            | Pedestrian safety improvements in City of Arlington |                     |
|-------------------------|---|---------------------|
|                         | K TBD   |                     |
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2018  | \$ 250,000          |
| Right of Way            | 2018  | \$ 50,000           |
| Utility Relocation      |   | \$ -                |
| Construction            | 2019  | \$ 1,200,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 1,500,000</b> |

| Project Name            | Pedestrian safety and road improvements in City of Burns |                     |
|-------------------------|--|---------------------|
|                         | K TBD  |                     |
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2018   | \$ 750,000          |
| Right of Way            | 2018   | \$ 200,000          |
| Utility Relocation      | 2019   | \$ 20,000           |
| Construction            | 2020   | \$ 2,030,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 3,000,000</b> |

| Project Name            | Rest Areas Capital Improvement 2021 |                   |
|-------------------------|-------------------------------------|-------------------|
|                         | K TBD                               |                   |
| <b>TOTAL</b>            |                                     | <b>\$ -</b>       |
| Planning                |                                     | \$ -              |
| Preliminary Engineering |                                     | \$ -              |
| Right of Way            |                                     | \$ -              |
| Utility Relocation      |                                     | \$ -              |
| Construction            |                                     | \$ -              |
| Other                   | 2021                                | \$ 444,000        |
| <b>TOTAL</b>            |                                     | <b>\$ 444,000</b> |

| Project Name            | Rest Areas Capital Improvement 2020 |                     |
|-------------------------|-------------------------------------|---------------------|
|                         | K TBD                               |                     |
| PHASE                   | YEAR                                | COST                |
| Planning                |                                     | \$ -                |
| Preliminary Engineering |                                     | \$ -                |
| Right of Way            |                                     | \$ -                |
| Utility Relocation      |                                     | \$ -                |
| Construction            |                                     | \$ -                |
| Other                   | 2020                                | \$ 1,504,000        |
| <b>TOTAL</b>            |                                     | <b>\$ 1,504,000</b> |

| Project Name            | Pedestrian safety and road improvements in City of Irrigon (Local) |                     |
|-------------------------|--|---------------------|
|                         | K TBD  |                     |
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2018   | \$ 600,000          |
| Right of Way            | 2018   | \$ 150,000          |
| Utility Relocation      | 2019   | \$ 20,000           |
| Construction            | 2020   | \$ 2,230,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 3,000,000</b> |

| Project Name            | Oregon Manufacturing Innovation Center Access Roads in Columbia County (Possible Funding Elsewhere) |                     |
|-------------------------|---|---------------------|
|                         | K TBD   |                     |
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering |   | \$ -                |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            |   | \$ -                |
| Other                   | 2021  | \$ 4,000,000        |
| <b>TOTAL</b>            |   | <b>\$ 4,000,000</b> |

## Culvert List

| Project Name            | I-84: Columbia River Highway Culverts<br>K20363 |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2019  | \$ 609,887          |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            | 2020  | \$ 3,049,433        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 3,659,320</b> |

| Project Name            | Region 2: I-5 Culverts I<br>KNew |                     |
|-------------------------|----------------------------------|---------------------|
| PHASE                   | YEAR                             | COST                |
| Planning                |                                  | \$ -                |
| Preliminary Engineering | 2018                             | \$ 600,000          |
| Right of Way            |                                  | \$ -                |
| Utility Relocation      |                                  | \$ -                |
| Construction            | 2020                             | \$ 2,069,500        |
| Other                   |                                  | \$ -                |
| <b>TOTAL</b>            |                                  | <b>\$ 2,669,500</b> |

| Project Name            | U.S. 101 Culverts<br>KNew |                   |
|-------------------------|---------------------------|-------------------|
| PHASE                   | YEAR                      | COST              |
| Planning                |                           | \$ -              |
| Preliminary Engineering | 2019                      | \$ 360,000        |
| Right of Way            |                           | \$ -              |
| Utility Relocation      |                           | \$ -              |
| Construction            | 0                         | \$ -              |
| Other                   |                           | \$ -              |
| <b>TOTAL</b>            |                           | <b>\$ 360,000</b> |

| Project Name            | I84: Columbia River Highway Culverts<br>K20003 |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019   | \$ 425,000          |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            | 2021   | \$ 2,200,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 2,625,000</b> |

| Project Name            | U.S. 20 Priority Route Culverts<br>K20355 |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR                                      | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2019                                      | \$ 590,980          |
| Right of Way            | 2019                                      | \$ 22,730           |
| Utility Relocation      |   | \$ -                |
| Construction            | 2020                                      | \$ 1,568,370        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 2,182,080</b> |

| Project Name            | US-26: Mt Hood and Warm Springs Highways<br>Culverts<br>K20362 |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019   | \$ 491,003          |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            | 2020   | \$ 2,455,015        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 2,946,018</b> |

| Project Name            | OR-202 Culvert MP 3.60<br>KNew |                   |
|-------------------------|--------------------------------|-------------------|
| PHASE                   | YEAR                           | COST              |
| Planning                |                                | \$ -              |
| Preliminary Engineering | 2018                           | \$ 400,000        |
| Right of Way            |                                | \$ -              |
| Utility Relocation      |                                | \$ -              |
| Construction            | 0                              | \$ -              |
| Other                   |                                | \$ -              |
| <b>TOTAL</b>            |                                | <b>\$ 400,000</b> |

| Project Name            | Powers Highway: Long Tom Culvert<br>K20134 |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR                                       | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2017                                       | Funded              |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            | 2020                                       | \$ 2,300,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 2,300,000</b> |

| Project Name            | US97: The Dalles – California Hwy Culverts<br>KNew |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019   | \$ 250,000          |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            | 2021   | \$ 1,600,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 1,850,000</b> |

| Project Name            | OR-281 Indian Creek Offsite Fish Passage<br>Mitigation<br>K19401 |                   |
|-------------------------|--|-------------------|
| PHASE                   | YEAR   | COST              |
| Planning                |  | \$ -              |
| Preliminary Engineering | 2018   | \$ 36,964         |
| Right of Way            |  | \$ -              |
| Utility Relocation      |  | \$ -              |
| Construction            | 2019   | \$ 271,071        |
| Other                   |  | \$ -              |
| <b>TOTAL</b>            |  | <b>\$ 308,035</b> |

| Project Name            | OR-58: Fix It Corridor Culverts II<br>K20102 |                      |
|-------------------------|--|----------------------|
| PHASE                   | YEAR   | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2018   | \$ 1,260,000         |
| Right of Way            | 2019   | \$ 50,000            |
| Utility Relocation      |  | \$ -                 |
| Construction            | 2020   | \$ 9,090,000         |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 10,400,000</b> |

| Project Name            | OR-42 Frenchie Creek<br>K20711 |                     |
|-------------------------|--------------------------------|---------------------|
| PHASE                   | YEAR                           | COST                |
| Planning                |                                | \$ -                |
| Preliminary Engineering | 2017                           | Funded              |
| Right of Way            | 2018                           | \$ 1,000            |
| Utility Relocation      |                                | \$ -                |
| Construction            | 2020                           | \$ 3,000,000        |
| Other                   |                                | \$ -                |
| <b>TOTAL</b>            |                                | <b>\$ 3,001,000</b> |

| Project Name            | I-84 Priority Route Culverts<br>K20322 |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR                                   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019                                   | \$ 720,620          |
| Right of Way            | 2019                                   | \$ 138,650          |
| Utility Relocation      |  | \$ -                |
| Construction            | 2020                                   | \$ 1,913,370        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 2,772,640</b> |



Bridge/Seismic List

| Project Name            | BRIDGE WORK FOR PAVEMENT PROJECTS |                     |
|-------------------------|-----------------------------------|---------------------|
|                         | KTBD                              |                     |
| PHASE                   | YEAR                              | COST                |
| Planning                |                                   | \$ -                |
| Preliminary Engineering |                                   | \$ -                |
| Right of Way            |                                   | \$ -                |
| Utility Relocation      |                                   | \$ -                |
| Construction            | 2018                              | \$ 4,234,245        |
| Other                   |                                   | \$ -                |
| <b>TOTAL</b>            |                                   | <b>\$ 4,234,245</b> |

| Project Name            | I-5 OVER NE HASSALO ST & NE HOLIDAY ST |                     |
|-------------------------|--|---------------------|
|                         | KTBD                                   |                     |
| PHASE                   | YEAR                                   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019                                   | \$ 1,000,000        |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            | 2021                                   | \$ 4,000,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 5,000,000</b> |

| Project Name            | US30: SANDY RIVER (TROUTDALE) BRIDGE |                     |
|-------------------------|--------------------------------------|---------------------|
|                         | K20703                               |                     |
| PHASE                   | YEAR                                 | COST                |
| Planning                |                                      | \$ -                |
| Preliminary Engineering | 2017                                 | \$ 565,000          |
| Right of Way            |                                      | \$ -                |
| Utility Relocation      |                                      | \$ -                |
| Construction            | 2019                                 | \$ 5,750,000        |
| Other                   |                                      | \$ -                |
| <b>TOTAL</b>            |                                      | <b>\$ 6,315,000</b> |

| Project Name            | OR99W: TUALATIN RIVER NB BRIDGE |                     |
|-------------------------|---------------------------------|---------------------|
|                         | K20471                          |                     |
| PHASE                   | YEAR                            | COST                |
| Planning                |                                 | \$ -                |
| Preliminary Engineering | 2018                            | \$ 188,500          |
| Right of Way            |                                 | \$ -                |
| Utility Relocation      |                                 | \$ -                |
| Construction            | 2020                            | \$ 1,202,900        |
| Other                   |                                 | \$ -                |
| <b>TOTAL</b>            |                                 | <b>\$ 1,391,400</b> |

| Project Name            | I-84: HOOD RIVER BRIDGE DECK REPLACEMENT1 |                      |
|-------------------------|---|----------------------|
|                         | K19653                                    |                      |
| PHASE                   | YEAR                                      | COST                 |
| Planning                |   | \$ -                 |
| Preliminary Engineering | 2016                                      | \$ 1,600,000         |
| Right of Way            | 2018                                      | \$ 50,000            |
| Utility Relocation      |   | \$ -                 |
| Construction            | 2018                                      | \$ 12,249,545        |
| Other                   |   | \$ -                 |
| <b>TOTAL</b>            |   | <b>\$ 13,899,545</b> |

| Project Name            | I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL2 |                     |
|-------------------------|--|---------------------|
|                         | K20298   |                     |
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019   | \$ 751,930          |
| Right of Way            | 2020   | \$ 2,488            |
| Utility Relocation      |  | \$ -                |
| Construction            | 2021   | \$ 5,037,730        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 5,792,148</b> |

| Project Name            | US101B: LEWIS & CLARK RIVER BRIDGE |                     |
|-------------------------|------------------------------------|---------------------|
|                         | K20107                             |                     |
| PHASE                   | YEAR                               | COST                |
| Planning                |                                    | \$ -                |
| Preliminary Engineering | 2019                               | \$ 141,000          |
| Right of Way            |                                    | \$ -                |
| Utility Relocation      |                                    | \$ -                |
| Construction            | 2021                               | \$ 1,526,280        |
| Other                   |                                    | \$ -                |
| <b>TOTAL</b>            |                                    | <b>\$ 1,667,280</b> |

| Project Name            | OR36: INDIAN CREEK BRIDGE |                     |
|-------------------------|---------------------------|---------------------|
|                         | K20118                    |                     |
| PHASE                   | YEAR                      | COST                |
| Planning                |                           | \$ -                |
| Preliminary Engineering | 2019                      | \$ 150,000          |
| Right of Way            |                           | \$ -                |
| Utility Relocation      |                           | \$ -                |
| Construction            | 2021                      | \$ 931,040          |
| Other                   |                           | \$ -                |
| <b>TOTAL</b>            |                           | <b>\$ 1,081,040</b> |

| Project Name            | US101: YAQUINA BAY BRIDGE |                      |
|-------------------------|---------------------------|----------------------|
|                         | K20109                    |                      |
| PHASE                   | YEAR                      | COST                 |
| Planning                |                           | \$ -                 |
| Preliminary Engineering | 2017                      | \$ 475,000           |
| Right of Way            |                           | \$ -                 |
| Utility Relocation      |                           | \$ -                 |
| Construction            | 2020                      | \$ 20,148,600        |
| Other                   |                           | \$ -                 |
| <b>TOTAL</b>            |                           | <b>\$ 20,623,600</b> |

| Project Name            | OR34: VAN BUREN BRIDGE (CORVALLIS)3 |                      |
|-------------------------|-------------------------------------|----------------------|
|                         | K20688                              |                      |
| PHASE                   | YEAR                                | COST                 |
| Planning                |                                     | \$ -                 |
| Preliminary Engineering | 2017                                | \$ 9,000,000         |
| Right of Way            |                                     | \$ -                 |
| Utility Relocation      |                                     | \$ -                 |
| Construction            | 2021                                | \$ 60,000,000        |
| Other                   |                                     | \$ -                 |
| <b>TOTAL</b>            |                                     | <b>\$ 69,000,000</b> |

| Project Name            | OR18 SPUR: SOUTH YAMHILL RIVER BR #06758 |                      |
|-------------------------|--|----------------------|
|                         | K19389                                   |                      |
| PHASE                   | YEAR                                     | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2015                                     | \$ 1,100,000         |
| Right of Way            |  | \$ -                 |
| Utility Relocation      |  | \$ -                 |
| Construction            | 2019                                     | \$ 37,260,000        |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 38,360,000</b> |

| Project Name            | OR66 OVER CENTRAL OR & PACIFIC RAILROAD (ASHLAND) |                     |
|-------------------------|---|---------------------|
|                         | KTBD  |                     |
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2019  | \$ 320,000          |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            | 2021  | \$ 1,600,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 1,920,000</b> |

| Project Name            | E MAIN ST OVER I-5 BRIDGE(ASHLAND) |                   |
|-------------------------|------------------------------------|-------------------|
|                         | KTBD                               |                   |
| PHASE                   | YEAR                               | COST              |
| Planning                |                                    | \$ -              |
| Preliminary Engineering | 2019                               | \$ 123,000        |
| Right of Way            |                                    | \$ -              |
| Utility Relocation      |                                    | \$ -              |
| Construction            | 2021                               | \$ 614,000        |
| Other                   |                                    | \$ -              |
| <b>TOTAL</b>            |                                    | <b>\$ 737,000</b> |

| Project Name            | US26: BRIDGE CREEK BRIDGE |                     |
|-------------------------|---------------------------|---------------------|
|                         | K20120                    |                     |
| PHASE                   | YEAR                      | COST                |
| Planning                |                           | \$ -                |
| Preliminary Engineering | 2017                      | \$ 492,000          |
| Right of Way            | 2019                      | \$ 10,000           |
| Utility Relocation      |                           | \$ -                |
| Construction            | 2021                      | \$ 2,886,750        |
| Other                   |                           | \$ -                |
| <b>TOTAL</b>            |                           | <b>\$ 3,388,750</b> |

| Project Name            | I-84 EB OVER US395 (EMIGRANT AVE INTCHG) |                     |
|-------------------------|--|---------------------|
|                         | K20540                                   |                     |
| PHASE                   | YEAR                                     | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2018                                     | \$ 125,000          |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            | 2020                                     | \$ 1,387,500        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 1,512,500</b> |

| Project Name            | US97/OR58 Seismic Landslide Mitigation |                      |
|-------------------------|--|----------------------|
|                         | K TBD                                  |                      |
| PHASE                   | YEAR                                   | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2019                                   | \$ 1,500,000         |
| Right of Way            |  | \$ -                 |
| Utility Relocation      |  | \$ -                 |
| Construction            | 2021                                   | \$ 8,500,000         |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 10,000,000</b> |

| Project Name            | US101: TAHKENITCH CREEK & TENMILE CREEK BRIDGES |                     |
|-------------------------|---|---------------------|
|                         | K20097  |                     |
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2018  | \$ 557,000          |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            | 2021  | \$ 2,713,100        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 3,270,100</b> |

| Project Name            | I-84 FRONTAGE ROAD: MEACHAM CREEK & UPRR |                     |
|-------------------------|--|---------------------|
|                         | K20539                                   |                     |
| PHASE                   | YEAR                                     | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2018                                     | \$ 378,107          |
| Right of Way            | 2018                                     | \$ 250,000          |
| Utility Relocation      |  | \$ -                |
| Construction            | 2021                                     | \$ 4,822,917        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 5,451,024</b> |

| Project Name            | US101: YAQUINA BAY BRIDGE (NEWPORT) |                     |
|-------------------------|-------------------------------------|---------------------|
|                         | K19654                              |                     |
| PHASE                   | YEAR                                | COST                |
| Planning                |                                     | \$ -                |
| Preliminary Engineering | 2016                                | \$ 150,000          |
| Right of Way            |                                     | \$ -                |
| Utility Relocation      |                                     | \$ -                |
| Construction            | 2018                                | \$ 2,700,000        |
| Other                   |                                     | \$ -                |
| <b>TOTAL</b>            |                                     | <b>\$ 2,850,000</b> |

| Project Name            | US26: CLEAR CREEK BRIDGE |                     |
|-------------------------|--------------------------|---------------------|
|                         | K20119                   |                     |
| PHASE                   | YEAR                     | COST                |
| Planning                |                          | \$ -                |
| Preliminary Engineering | 2017                     | \$ 450,000          |
| Right of Way            |                          | \$ -                |
| Utility Relocation      |                          | \$ -                |
| Construction            | 2021                     | \$ 2,826,050        |
| Other                   |                          | \$ -                |
| <b>TOTAL</b>            |                          | <b>\$ 3,276,050</b> |

| Project Name            | OR37 OVER UPRR (COLD SPRINGS) |                     |
|-------------------------|-------------------------------|---------------------|
|                         | K20541                        |                     |
| PHASE                   | YEAR                          | COST                |
| Planning                |                               | \$ -                |
| Preliminary Engineering | 2019                          | \$ 125,000          |
| Right of Way            |                               | \$ -                |
| Utility Relocation      |                               | \$ -                |
| Construction            | 2019                          | \$ 891,578          |
| Other                   |                               | \$ -                |
| <b>TOTAL</b>            |                               | <b>\$ 1,016,578</b> |

| Project Name            | I-5: BRIDGE REPLACEMENT AT COMMERCIAL (07524B) |                     |
|-------------------------|--|---------------------|
|                         | KTBD   |                     |
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019   | \$ 900,000          |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            | 2021   | \$ 5,800,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 6,700,000</b> |

## Pres List

| Project Name            | OR99E: S PINE ST - SW BERG PARKWAY(CANBY)<br>K18775 |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2015  | \$ 894,555          |
| Right of Way            | 2020  | \$ 177,000          |
| Utility Relocation      |   | \$ -                |
| Construction            | 2021  | \$ 5,036,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 6,107,555</b> |

| Project Name            | OR212: SE RICHEY RD - US26<br>K18772 |                     |
|-------------------------|--------------------------------------|---------------------|
| PHASE                   | YEAR                                 | COST                |
| Planning                |                                      | \$ -                |
| Preliminary Engineering | 2015                                 | \$ 1,481,373        |
| Right of Way            | 2018                                 | \$ 230,000          |
| Utility Relocation      |                                      | \$ -                |
| Construction            | 2019                                 | \$ 3,037,000        |
| Other                   |                                      | \$ -                |
| <b>TOTAL</b>            |                                      | <b>\$ 4,748,373</b> |

| Project Name            | US26: SYLVAN - OR217<br>K20299 |                     |
|-------------------------|--------------------------------|---------------------|
| PHASE                   | YEAR                           | COST                |
| Planning                |                                | \$ -                |
| Preliminary Engineering | 2018                           | \$ 493,855          |
| Right of Way            |                                | \$ -                |
| Utility Relocation      |                                | \$ -                |
| Construction            | 2020                           | \$ 3,292,369        |
| Other                   |                                | \$ -                |
| <b>TOTAL</b>            |                                | <b>\$ 3,786,224</b> |

| Project Name            | OR8: SE 73rd - Minter Bridge<br>KTBD |                     |
|-------------------------|--------------------------------------|---------------------|
| PHASE                   | YEAR                                 | COST                |
| Planning                |                                      | \$ -                |
| Preliminary Engineering | 2019                                 | \$ 1,500,000        |
| Right of Way            |                                      | \$ -                |
| Utility Relocation      |                                      | \$ -                |
| Construction            |                                      | \$ -                |
| Other                   |                                      | \$ -                |
| <b>TOTAL</b>            |                                      | <b>\$ 1,500,000</b> |

| Project Name            | OR99W: MCDONALD - FISCHER RD<br>KTBD |                     |
|-------------------------|--------------------------------------|---------------------|
| PHASE                   | YEAR                                 | COST                |
| Planning                |                                      | \$ -                |
| Preliminary Engineering | 2019                                 | \$ 1,400,000        |
| Right of Way            | 2020                                 | \$ 100,000          |
| Utility Relocation      |                                      | \$ -                |
| Construction            | 2021                                 | \$ 6,600,000        |
| Other                   |                                      | \$ -                |
| <b>TOTAL</b>            |                                      | <b>\$ 8,100,000</b> |

| Project Name            | OR212: ROCK CREEK - RICHEY RD<br>K19355 |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR                                    | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2016                                    | \$ 1,364,795        |
| Right of Way            | 2018                                    | \$ 30,000           |
| Utility Relocation      |   | \$ -                |
| Construction            | 2019                                    | \$ 5,334,287        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 6,729,082</b> |

| Project Name            | US26: OR217 - CORNELL RD<br>K20300 |                     |
|-------------------------|------------------------------------|---------------------|
| PHASE                   | YEAR                               | COST                |
| Planning                |                                    | \$ -                |
| Preliminary Engineering | 2019                               | \$ 791,088          |
| Right of Way            |                                    | \$ -                |
| Utility Relocation      |                                    | \$ -                |
| Construction            | 2021                               | \$ 5,273,925        |
| Other                   |                                    | \$ -                |
| <b>TOTAL</b>            |                                    | <b>\$ 6,065,013</b> |

| Project Name            | I-84: EAST PORTLAND FWY - NE 181ST AVE<br>K20410 |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019   | \$ 500,000          |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            | 2020   | \$ 3,100,000        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 3,600,000</b> |

| Project Name            | OR213: FOSTER - LINDY<br>KTBD |                     |
|-------------------------|-------------------------------|---------------------|
| PHASE                   | YEAR                          | COST                |
| Planning                |                               | \$ -                |
| Preliminary Engineering | 2018                          | \$ 1,200,000        |
| Right of Way            | 2019                          | \$ 2,210,000        |
| Utility Relocation      | 2019                          | \$ 90,000           |
| Construction            | 2020                          | \$ 5,700,000        |
| Other                   |                               | \$ -                |
| <b>TOTAL</b>            |                               | <b>\$ 9,200,000</b> |

| Project Name            | OR212: UPRR STRUCTURE - ROCK CREEK<br>K19356 |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2016   | \$ 1,329,610        |
| Right of Way            | 2018   | \$ 69,656           |
| Utility Relocation      |  | \$ -                |
| Construction            | 2019   | \$ 4,261,282        |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 5,660,548</b> |

| Project Name            | OR99W: I-5 - MCDONALD ST<br>K20435 |                      |
|-------------------------|------------------------------------|----------------------|
| PHASE                   | YEAR                               | COST                 |
| Planning                |                                    | \$ -                 |
| Preliminary Engineering | 2018                               | \$ 1,922,919         |
| Right of Way            | 2019                               | \$ 1,099,575         |
| Utility Relocation      |                                    | \$ -                 |
| Construction            | 2020                               | \$ 8,374,805         |
| Other                   |                                    | \$ -                 |
| <b>TOTAL</b>            |                                    | <b>\$ 11,397,299</b> |

| Project Name            | OR-22: Joseph St. - Golf Club Rd.<br>K20418 |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2018  | \$ 665,630          |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            | 2020  | \$ 3,134,370        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 3,800,000</b> |

| Project Name            | US-26: Necanicum Jct - Jewell Jct |                      |
|-------------------------|-----------------------------------|----------------------|
|                         | KTBD                              |                      |
| PHASE                   | YEAR                              | COST                 |
| Planning                |                                   | \$ -                 |
| Preliminary Engineering | 2018                              | \$ 848,000           |
| Right of Way            |                                   | \$ -                 |
| Utility Relocation      |                                   | \$ -                 |
| Construction            | 2019                              | \$ 9,752,000         |
| Other                   |                                   | \$ -                 |
| <b>TOTAL</b>            |                                   | <b>\$ 10,600,000</b> |

| Project Name            | OR34: Pacific Hwy - Sunset Rd |                     |
|-------------------------|-------------------------------|---------------------|
|                         | KTBD                          |                     |
| PHASE                   | YEAR                          | COST                |
| Planning                |                               | \$ -                |
| Preliminary Engineering | 2018                          | \$ 480,000          |
| Right of Way            |                               | \$ -                |
| Utility Relocation      |                               | \$ -                |
| Construction            | 2020                          | \$ 5,520,000        |
| Other                   |                               | \$ -                |
| <b>TOTAL</b>            |                               | <b>\$ 6,000,000</b> |

| Project Name            | I-5: Garden Valley Blvd - Roberts Creek |                      |
|-------------------------|---|----------------------|
|                         | K20106                                  |                      |
| PHASE                   | YEAR                                    | COST                 |
| Planning                |   | \$ -                 |
| Preliminary Engineering | 2018                                    | \$ 1,520,000         |
| Right of Way            |   | \$ -                 |
| Utility Relocation      |   | \$ -                 |
| Construction            | 2021                                    | \$ 17,480,000        |
| Other                   |   | \$ -                 |
| <b>TOTAL</b>            |   | <b>\$ 19,000,000</b> |

| Project Name            | OR66: Railroad Bridge - Dead Indian Memorial Rd |                   |
|-------------------------|---|-------------------|
|                         | KTBD  |                   |
| PHASE                   | YEAR  | COST              |
| Planning                |   | \$ -              |
| Preliminary Engineering | 2020  | \$ 500,000        |
| Right of Way            |   | \$ -              |
| Utility Relocation      |   | \$ -              |
| Construction            |   | \$ -              |
| Other                   |   | \$ -              |
| <b>TOTAL</b>            |   | <b>\$ 500,000</b> |

| Project Name            | US97: Spring Creek Hill - N. Chiloquin Intchg. |                      |
|-------------------------|--|----------------------|
|                         | K20151   |                      |
| PHASE                   | YEAR   | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2017   | \$ 765,000           |
| Right of Way            |  | \$ -                 |
| Utility Relocation      |  | \$ -                 |
| Construction            | 2018   | \$ 11,803,800        |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 12,568,800</b> |

| Project Name            | US20: Philomath Couplet |                     |
|-------------------------|-------------------------|---------------------|
|                         | KTBD                    |                     |
| PHASE                   | YEAR                    | COST                |
| Planning                |                         | \$ -                |
| Preliminary Engineering |                         | \$ -                |
| Right of Way            |                         | \$ -                |
| Utility Relocation      |                         | \$ -                |
| Construction            |                         | \$ -                |
| Other                   | 2019                    | \$ 3,700,000        |
| <b>TOTAL</b>            |                         | <b>\$ 3,700,000</b> |

| Project Name            | OR99W: W. 3rd Ave - Enid Rd |                     |
|-------------------------|-----------------------------|---------------------|
|                         | KTBD                        |                     |
| PHASE                   | YEAR                        | COST                |
| Planning                |                             | \$ -                |
| Preliminary Engineering | 2019                        | \$ 584,000          |
| Right of Way            |                             | \$ -                |
| Utility Relocation      |                             | \$ -                |
| Construction            | 2021                        | \$ 6,716,000        |
| Other                   |                             | \$ -                |
| <b>TOTAL</b>            |                             | <b>\$ 7,300,000</b> |

| Project Name            | OR140: Avenue G - OR62 |                     |
|-------------------------|------------------------|---------------------|
|                         | K20100                 |                     |
| PHASE                   | YEAR                   | COST                |
| Planning                |                        | \$ -                |
| Preliminary Engineering | 2019                   | \$ 220,000          |
| Right of Way            |                        | \$ -                |
| Utility Relocation      |                        | \$ -                |
| Construction            | 2021                   | \$ 2,480,000        |
| Other                   |                        | \$ -                |
| <b>TOTAL</b>            |                        | <b>\$ 2,700,000</b> |

| Project Name            | OR62: Brophy Way - Rogue River Dr. |                   |
|-------------------------|------------------------------------|-------------------|
|                         | KTBD                               |                   |
| PHASE                   | YEAR                               | COST              |
| Planning                |                                    | \$ -              |
| Preliminary Engineering | 2020                               | \$ 300,000        |
| Right of Way            |                                    | \$ -              |
| Utility Relocation      |                                    | \$ -              |
| Construction            |                                    | \$ -              |
| Other                   |                                    | \$ -              |
| <b>TOTAL</b>            |                                    | <b>\$ 300,000</b> |

| Project Name            | US97: Shaniko Jct - Trout Creek Bridge |                      |
|-------------------------|--|----------------------|
|                         | K20851                                 |                      |
| PHASE                   | YEAR                                   | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2017                                   | \$ 240,000           |
| Right of Way            |  | \$ -                 |
| Utility Relocation      |  | \$ -                 |
| Construction            | 2018                                   | \$ 12,280,000        |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 12,520,000</b> |

| Project Name            | US26: Hayward Rd. - NW Mountindale Rd. |                   |
|-------------------------|--|-------------------|
|                         | KTBD                                   |                   |
| PHASE                   | YEAR                                   | COST              |
| Planning                |  | \$ -              |
| Preliminary Engineering | 2019                                   | \$ 500,000        |
| Right of Way            |  | \$ -              |
| Utility Relocation      |  | \$ -              |
| Construction            |  | \$ -              |
| Other                   |  | \$ -              |
| <b>TOTAL</b>            |  | <b>\$ 500,000</b> |

| Project Name            | US20: Cox Creek - Reeves Parkway |                   |
|-------------------------|----------------------------------|-------------------|
|                         | KTBD                             |                   |
| PHASE                   | YEAR                             | COST              |
| Planning                |                                  | \$ -              |
| Preliminary Engineering | 2019                             | \$ 400,000        |
| Right of Way            |                                  | \$ -              |
| Utility Relocation      |                                  | \$ -              |
| Construction            |                                  | \$ -              |
| Other                   |                                  | \$ -              |
| <b>TOTAL</b>            |                                  | <b>\$ 400,000</b> |

| Project Name            | OR42: Delmar Ln - Cedar Point Rd |                   |
|-------------------------|----------------------------------|-------------------|
|                         | KTBD                             |                   |
| PHASE                   | YEAR                             | COST              |
| Planning                |                                  | \$ -              |
| Preliminary Engineering | 2020                             | \$ 500,000        |
| Right of Way            |                                  | \$ -              |
| Utility Relocation      |                                  | \$ -              |
| Construction            |                                  | \$ -              |
| Other                   |                                  | \$ -              |
| <b>TOTAL</b>            |                                  | <b>\$ 500,000</b> |

| Project Name            | US26: MP 99 - Kahneeta Jct. |                     |
|-------------------------|-----------------------------|---------------------|
|                         | K20853                      |                     |
| PHASE                   | YEAR                        | COST                |
| Planning                |                             | \$ -                |
| Preliminary Engineering | 2018                        | \$ 150,000          |
| Right of Way            |                             | \$ -                |
| Utility Relocation      |                             | \$ -                |
| Construction            | 2019                        | \$ 3,100,000        |
| Other                   |                             | \$ -                |
| <b>TOTAL</b>            |                             | <b>\$ 3,250,000</b> |

| Project Name            | US97: SCL Crescent - Willamette Hwy Jct |                   |
|-------------------------|---|-------------------|
|                         | KTBD                                    |                   |
| PHASE                   | YEAR                                    | COST              |
| Planning                |   | \$ -              |
| Preliminary Engineering | 2019                                    | \$ 400,000        |
| Right of Way            |   | \$ -              |
| Utility Relocation      |   | \$ -              |
| Construction            |   | \$ -              |
| Other                   |   | \$ -              |
| <b>TOTAL</b>            |   | <b>\$ 400,000</b> |

| Project Name            | US-395: Big Stick Creek - Alkalai Lake<br>KTBD |                      |
|-------------------------|--|----------------------|
| PHASE                   | YEAR   | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2018   | \$ 2,130,000         |
| Right of Way            |  | \$ -                 |
| Utility Relocation      |  | \$ -                 |
| Construction            | 2020   | \$ 12,070,000        |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 14,200,000</b> |

| Project Name            | I-84: Meacham - Kamela<br>K20530 |                      |
|-------------------------|----------------------------------|----------------------|
| PHASE                   | YEAR                             | COST                 |
| Planning                |                                  | \$ -                 |
| Preliminary Engineering | 2018                             | \$ 1,000,000         |
| Right of Way            |                                  | \$ -                 |
| Utility Relocation      |                                  | \$ -                 |
| Construction            | 2020                             | \$ 30,700,000        |
| Other                   |                                  | \$ -                 |
| <b>TOTAL</b>            |                                  | <b>\$ 31,700,000</b> |

| Project Name            | I-205 Paving Project<br>KTBD |                     |
|-------------------------|------------------------------|---------------------|
| PHASE                   | YEAR                         | COST                |
| Planning                |                              | \$ -                |
| Preliminary Engineering |                              | \$ -                |
| Right of Way            |                              | \$ -                |
| Utility Relocation      |                              | \$ -                |
| Construction            | 2019                         | \$ 5,000,000        |
| Other                   |                              | \$ -                |
| <b>TOTAL</b>            |                              | <b>\$ 5,000,000</b> |

| Project Name            | US97: Veterans Way - Yew Ave (Redmond)<br>KTBD |                     |
|-------------------------|--|---------------------|
| PHASE                   | YEAR   | COST                |
| Planning                |  | \$ -                |
| Preliminary Engineering | 2019   | \$ 1,000,000        |
| Right of Way            |  | \$ -                |
| Utility Relocation      |  | \$ -                |
| Construction            |  | \$ -                |
| Other                   |  | \$ -                |
| <b>TOTAL</b>            |  | <b>\$ 1,000,000</b> |

| Project Name            | OR-11: Pendleton – Weston and Hwy 331/I-84<br>Interchange<br>KTBD |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2018  | \$ 1,215,000        |
| Right of Way            |   | \$ -                |
| Utility Relocation      |   | \$ -                |
| Construction            | 2018  | \$ 6,885,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 8,100,000</b> |

| Project Name            | 6th St: Yerxa Ave - Umatilla Bridge<br>K18113 |                     |
|-------------------------|---|---------------------|
| PHASE                   | YEAR  | COST                |
| Planning                |   | \$ -                |
| Preliminary Engineering | 2012  | \$ 545,782          |
| Right of Way            | 2017  | \$ 130,000          |
| Utility Relocation      |   | \$ -                |
| Construction            | 2019  | \$ 1,210,000        |
| Other                   |   | \$ -                |
| <b>TOTAL</b>            |   | <b>\$ 1,885,782</b> |

| Project Name            | OR-11: Milton Freewater – State Line<br>KTBD |                   |
|-------------------------|--|-------------------|
| PHASE                   | YEAR   | COST              |
| Planning                |  | \$ -              |
| Preliminary Engineering | 2020   | \$ 600,000        |
| Right of Way            |  | \$ -              |
| Utility Relocation      |  | \$ -              |
| Construction            |  | \$ -              |
| Other                   |  | \$ -              |
| <b>TOTAL</b>            |  | <b>\$ 600,000</b> |

#### Freight List

| Project Name            | I-5 Rose Quarter congestion relief project<br>K19071 |                      |
|-------------------------|--|----------------------|
| PHASE                   | YEAR   | COST                 |
| Planning                |  | \$ -                 |
| Preliminary Engineering | 2017   | \$ 20,391,997        |
| Right of Way            |  | \$ -                 |
| Utility Relocation      |  | \$ -                 |
| Construction            |  | \$ -                 |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 20,391,997</b> |

| Project Name            | I-5 Kuebler Blvd to Delaney Rd Widening<br>K19929 |                      |
|-------------------------|---|----------------------|
| PHASE                   | YEAR  | COST                 |
| Planning                |   | \$ -                 |
| Preliminary Engineering | 2017  | \$ 4,996,000         |
| Right of Way            | 2018  | \$ 13,037,285        |
| Utility Relocation      |   | \$ -                 |
| Construction            |   | \$ -                 |
| Other                   |   | \$ -                 |
| <b>TOTAL</b>            |   | <b>\$ 18,033,285</b> |

| Project Name            | I-205 freeway widening congestion relief project<br>K19786 |                      |
|-------------------------|--|----------------------|
| PHASE                   | YEAR   | COST                 |
| Planning                | 2016   | \$ 2,500,000         |
| Preliminary Engineering | 2017   | \$ 10,000,000        |
| Right of Way            |  | \$ -                 |
| Utility Relocation      |  | \$ -                 |
| Construction            |  | \$ -                 |
| Other                   |  | \$ -                 |
| <b>TOTAL</b>            |  | <b>\$ 12,500,000</b> |

Agenda Item No. 4.3

**Resolution No. 17-4850**, For the Purpose of Authorizing the  
Chief Operating Officer to Purchase Certain Property in the  
Johnson Creek and Watershed Target Area Under the 2006  
Natural Areas Bond Measure

*Consent Agenda*

Metro Council Meeting  
Thursday, November 2, 2017  
Metro Regional Center, Council Chamber



BEFORE THE METRO COUNCIL

|                                     |   |  |
|-------------------------------------|---|--|
| FOR THE PURPOSE OF AUTHORIZING THE  | ) | RESOLUTION NO. 17-4850                 |
| CHIEF OPERATING OFFICER TO PURCHASE | ) |  |
| CERTAIN PROPERTY IN THE JOHNSON     | ) | Introduced by Metro Councilor Shirley, |
| CREEK AND WATERSHED TARGET AREA     |   | Craddick, District 1                   |
| UNDER THE 2006 NATURAL AREAS BOND   |   |  |
| MEASURE                             |   |  |

WHEREAS, at the general election held on November 7, 2006, voters of the Metro region approved Measure 26-80, the 2006 Natural Areas Bond Measure to preserve natural areas and clean water and protect fish and wildlife (the "Measure");

WHEREAS, on March 1, 2007, the Council approved Resolution No. 07-3766A, "Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan," (the "Acquisition Parameters and Due Diligence Guidelines");

WHEREAS, on September 27, 2007, the Council approved Resolution No. 07-3851, "Approving the Natural Areas Acquisition Refinement Plan for the Johnson Creek and Watershed Target Area" (the "Refinement Plan"); that established a Tier I Objective to "Protect lands along the mainstream and important tributaries of Johnson Creek from Gresham to Boring..";

WHEREAS, on August 14, 2014, the Council approved Resolution No. 14-4536, "For the Purpose of Amending and Updating the Natural Areas Implementation Work Plan," which consolidated and revised modifications to the Natural Areas Implementation Work Plan;

WHEREAS, Metro has entered into a purchase and sale agreement with a landowner (the "Seller") to purchase 1.2 acres of land, as more particularly identified and described on Exhibit A to this resolution (the "Property");

WHEREAS, the Property is identified as a Tier I property according to the Refinement Plan and acquisition of the Property is in the public benefit as it also builds on adjacent Metro properties to provide a larger habitat area in an urbanizing part of the region;

WHEREAS, the appraisal of the Property contracted by Metro does not support the purchase price agreed to by Metro and the Seller, and therefore the transaction fails to meet all of the Acquisition Parameters and Due Diligence Guidelines; and

WHEREAS, the 2014 Natural Areas Implementation Work Plan states that "the COO may complete an acquisition transaction that does not meet all of the acquisition parameters only with prior Council review and approval"; now therefore

BE IT RESOLVED that the Metro Council hereby authorizes the Chief Operating Officer to acquire the Property identified in Exhibit A, and as discussed in the executive session on September 28th, 2017, at the negotiated purchase price, provided that the acquisition is otherwise in accord with all of the other Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan.

ADOPTED by the Metro Council this 2nd day of November 2017.

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Tom Hughes, Council President

Approved as to Form:

---

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 17-4850





A tract of land in the Southwest 1/4 of Section 14, Township 1 South, Range 3 East of Willamette Meridian, in the City of Gresham, County of Multnomah and State of Oregon, described as follows: Beginning at the Southwest corner of said Section 14; thence North 0° 13' East along the West line of said Section 14, a distance of 668.00 feet; thence South 88° 51' East, 150 feet to the Southeast corner of that tract of land conveyed to William G. Kenagy and Bertha M. Kenagy, by instrument recorded May 13, 1966 in Book 496, Page 759, Deed Records; thence North 0° 13' East, along the East line of the Kenagy Tract, 353.37 feet, to the Northeast corner of said tract; thence East 150 feet to the Northwest corner of that tract of land conveyed to Ambleside, Inc., by instrument recorded November 13, 1933 in Book 230, Page 339, Deed Records; thence South, along the West line of the Ambleside, Inc. Tract, 510 feet, to the Southwest corner thereof; thence East 30 feet to that the Southeast corner of the said Ambleside Inc. tract; thence South 520.7 feet to the South line of said Section 14; thence West 330 feet to the point of beginning.

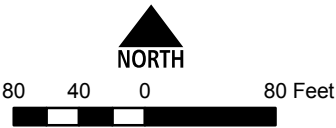
See attached Map.





**Legend**

-  Anslow property to be acquired by Metro
-  Tax Lot 1S3E14C -02000 (Anslow)
-  Metro property
-  Tax Lots





## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION 17-4850 FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO PURCHASE CERTAIN REAL PROPERTY IN THE JOHNSON CREEK AND WATERSHED TARGET AREA UNDER THE 2006 NATURAL AREAS BOND MEASURE**

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Date: November 2, 2017

Prepared by: Dan Moeller, Ext. 1819  
Conservation Program Director

## **BACKGROUND**

Resolution 17-4850 requests authorization for the Chief Operating Officer to purchase property (the “Property”) located within the Johnson Creek and Watershed target area in a transaction that does not meet all of the acquisition parameters described in the 2014 Natural Areas Work Plan. Metro Council approval is necessary to complete the transaction. In order to acquire the Property, Metro staff is proposing to close on the property according to terms consistent with the discussion at the Metro Council executive session on September 28th, 2017.

The property is 1.2 acres, located at 2800 SE Hogan Road, in the City of Gresham, County of Multnomah, and State of Oregon, approximately 100 feet East of SE Hogan Road and 100 feet West of SE Ambleside Drive. It spans Johnson Creek and is one of two remaining properties not in public ownership within the Ambleside reach and the last in-holding within the boundary of Ambleside Natural Area. Acquisition of this property has been a priority of the 1995 Open Spaces, Parks and Streams and the 2006 Natural Areas bond measures, as it enables high-priority restoration and removes an obstacle to effective management. Acquisitions in Ambleside Natural Area have been sought for decades by the City of Gresham and Metro because the site includes the Johnson Creek floodplain and provides high value habitat for native wildlife, in particular, federally protected salmon and native amphibians. Public ownership in this reach of Johnson Creek also provides opportunities for the removal of constructed physical barriers to the natural flow of the Creek and flood relief downstream. To date, Metro has invested over \$6 million to purchase land along Johnson Creek; including 8 acquisitions totaling \$2,625,000 to create Ambleside Natural Area.

The goal of Johnson Creek and Watershed refinement plan (the “refinement plan”), approved by the Metro Council via Resolution No. 07-3851, was to “Pursue opportunities to acquire tracts within the remaining upland habitat areas adjacent to the main stem, along major tributary creeks, and within the Johnson Creek floodplain to protect water quality and connect existing public holdings.” This acquisition would meet that goal and enable our region to reap the full benefit of a planned \$800,000 restoration project to remove barriers within this reach of Johnson Creek and re-connect the creek to its floodplain. Metro has entered into an agreement to purchase the Property, and this resolution requests authorization for the Chief Operating Officer (COO) to complete the transaction notwithstanding a discrepancy between the appraised value and the price at which the owner has agreed to sell the property.

The Natural Areas Work Plan states that “The COO may complete an acquisition that does not meet all of the acquisition parameters only with prior Council review and approval.” The public benefit of this acquisition includes: improving Metro’s ability to restore floodplain connectivity, reduce flooding and improve habitat, enhance in-stream conditions for native salmon, reducing impervious surfaces and downstream flooding, improve the quality of storm water runoff and enhance native riparian forest.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** : None

2. **Legal Antecedents**

Metro's 2006 Natural Areas Bond Measure. Resolution No. 07-3766A, "Authorizing the Chief Operating Officer to Purchase Property With Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan," adopted by the Metro Council on March 1, 2007.

Resolution No. 07-3851, "Approving the Natural Areas Acquisition Refinement Plan for the Johnson Creek and Watershed Target Area" adopted by Metro Council on September 27, 2007.

Resolution No. 14-4536, "For the Purpose of Amending and Updating the Natural Areas Work Plan," adopted by the Metro Council on August 14, 2014.

### **Anticipated Effects**

Metro staff will complete their due diligence activities to comply with the Work Plan requirements.

3. **Budget Impacts**

Metro's acquisition of the Property will be funded with 2006 Natural Areas bond proceeds. Funds for stabilization activities would be provided from the bond proceeds.

## **RECOMMENDED ACTION**

Staff recommends Council approve Resolution No. 17-4850



Agenda Item No. 4.4

**Resolution No. 17-4852**, For the Purpose of Confirming the  
Appointment of Patrick Ranspot and B. Jonas Biery to the  
Investment Advisory Board

*Consent Agenda*

Metro Council Meeting  
Thursday, November 2, 2017  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

|  |   |  |
|--|---|--|
| FOR THE PURPOSE OF CONFIRMING THE      | ) | RESOLUTION NO 17-4852                      |
| APPOINTMENT OF PATRICK RANSPOT AND B.  | ) |  |
| JONAS BIERY TO THE INVESTMENT ADVISORY | ) | Introduced by Martha Bennett, Chief        |
| BOARD                                  | ) | Operating Officer, with the concurrence of |
|  | ) | Council President Tom Hughes               |

WHEREAS, Metro Code, Section 7.03.030(c) provides for the creation of the Investment Advisory Board and requires the Chief Operating Officer acting in the capacity of the Investment Officer to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation; and

WHEREAS, the Metro Charter requires appointments to be made by the Council President subject to Council confirmation; and

WHEREAS, the Chief Operating Officer has recommended Patrick Ranspot, the treasury manager at Portland Public Schools to the Council President and the Council President has appointed Mr. Ranspot for a new term beginning upon confirmation of the appointment and ending July 31, 2018; and

WHEREAS, the Chief Operating Officer has recommended B. Jonas Biery, the Business Services Manager for the City or Portland Bureau of Environmental Services to the Council President and the Council President has appointed Mr. Biery for a new term beginning upon confirmation of the appointment and ending July 31, 2019; and

WHEREAS, the Metro Council desires to confirm the appointment; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the appointment of Patrick Ranspot and B. Jonas Biery to the Metro Investment Advisory Board for the position and term set forth.

ADOPTED by the Metro Council this 2nd day of November, 2017.

APPROVED AS TO FORM:

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Tom Hughes, Council President

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Alison Kean, Metro Attorney

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 17-4852, FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF PATRICK RANSPOT AND B. JONAS BIERY TO THE INVESTMENT ADVISORY BOARD

---

Date: November 2, 2017

Prepared by: Tim Collier  
503-797-1913

## BACKGROUND

Metro Code, Section 7.03.030, includes the creation of the Investment Advisory Board. One provision of this Code requires the Chief Operating Officer acting in the capacity of the Investment Officer to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation. The Metro Charter requires appointments to be made by the Council President subject to Council Confirmation. Metro Council President Tom Hughes, upon the recommendation of the Chief Operating Officer, has appointed Patrick Ranspot and B. Jonas Biery to the board subject to Council confirmation. These appointments will be for terms beginning upon appointment and ending July 31, 2018, and 2019, respectively.

Patrick Ranspot has 20 years of experience with public sector finance through the financial services industry where he managed public sector client relationships including k-12 education, community college, special districts, municipalities, and counties, and also did work with nonprofit and commercial businesses. In April 2017, Patrick joined the finance team at Portland Public Schools as their Treasury Manager. He enjoys volunteering his time as a Board Member for the Association for Financial Professions of Oregon & SW Washington, committee member for the Oregon Government Finance Officers Association (GFOA), and in various capacities as his children's school.

B. Jonas Biery is the Business Services Manager for the City of Portland Bureau of Environmental Services, where his responsibilities include management of the sewer/stormwater utility's budget and financial planning. He previously served as the Debt Manager for the City of Portland, and has completed more than 200 financing transactions including prior experience as both an investment banker and an independent municipal advisor. Jonas currently serves as Chair of the GFOA Committee on Governmental Debt Management, and is a frequent presenter on public finance topics locally and nationwide. Jonas holds both a BA degree and an MBA from Portland State University.

We are fortunate they are willing to devote their time and energy serving on the Metro Investment Advisory Board. Their experience and knowledge will be a valuable resource.

## ANALYSIS/INFORMATION

1. **Known Opposition** None
2. **Legal Antecedents** Metro code sections 2.19.150 and 7.03.030

3. **Anticipated Effects** Confirmation of the appointment of Patrick Ranspot and B. Jonas Biery will provide directly related experience in investments to the Investment Advisory Board.
4. **Budget Impacts** There is no out-of-pocket expense created by the appointment of Patrick Ranspot and B. Jonas Biery to these volunteer positions.

#### **RECOMMENDED ACTION**

Martha Bennett, Chief Operating Officer, in concurrence with Council President Tom Hughes, recommends the confirmation of Patrick Ranspot and B. Jonas Biery for the term expiring July 31, 2018, and 2019, respectively.

**Resolution No. 17-4848**, For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, the Southwest Corridor Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds

*Resolutions*

Metro Council Meeting  
Thursday, November 2, 2017  
Metro Regional Center, Council Chamber

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: October 19, 2017  
To: Metro Council  
From: Ted Leybold, Tyler Frisbee, Malu Wilkinson, Transportation Planning Managers  
Subject: Resolution 17-4848, High Capacity Transit and Project Development bond payment schedule and project funding

---

The attached draft Resolution No. 17-4848 and Staff Report provide for the payment schedule of regional flexible funds to the High Capacity Transit and Project Development bonds to be executed by TriMet, now that the Congestion Mitigation and Air Quality (CMAQ) funding sub-allocation policy has been set by the Oregon Transportation Commission. The new payment schedule amends the funding forecast and direction provided in Metro Resolution 16-4702 to account for the reduction in CMAQ funding to the Metro area, and amends the Phase I Intergovernmental Agreement payment schedule provided in Metro Resolution 17-4800.

Per direction by JPACT at their December 2016 meeting to develop a proposal to utilize bond proceed revenues to support the funding of an “Enhanced Transit” program, the program funding also proposes a \$5 million allocation for this purpose. As our region grows and congestion increases, the need to connect people to their jobs, homes and daily activities is becoming more and more important. The goal of the Enhanced Transit concept is to develop strong partnerships between service and capital improvements that provides increased transit capacity and reliability, yet is relatively low-cost to construct, context sensitive and could be deployed quickly.

TriMet and the City of Portland have been developing a toolbox of potential improvements that could apply to congested transit corridors throughout the region to increase capacity and reliability with moderate and quickly deployable capital and operational investments. Metro and TriMet are working with the 2018 Regional Transportation Plan Transit Work Group to develop criteria and data sources to identify potential enhanced transit corridors region wide. The Working Group, in conjunction with TPAC, will help develop and finalize criteria to identify priority investment locations for a pilot Enhanced Transit Concept.

The Enhanced Transit work program will develop a policy framework and criteria to identify enhanced transit candidate corridors, as well as identify opportunities for service improvements, capital investments and policy commitments to enhance transit service in the corridors that need it most. Metro, TriMet and the jurisdictional partners will work together to move forward towards implementation and construction.

The new bond payment schedule is included as Table 1 to Exhibit A of Resolution No. 17-4848. The break out of new funds committed by this resolution relative to the total funds committed is provided in the following table:



**Regional Flexible Funds Allocation  
High Capacity Transit and Project Development Bond Payment Schedule**

| Year | Sub-Total of<br>Funds Committed<br>under Res Nos.<br>08-3942 and 10-<br>4185 | Sub-Total of Phase<br>I Funds Committed<br>under Res. No. 17-<br>4800 | Sub-Total of New<br>Funds Committed<br>in Phase II under<br>Res. No. 17-4848 | Grand Total of<br>Funds Committed<br>under Res. Nos.<br>08-3942, 10-<br>4185, 17-4800,<br>and 17-4848 |
|------|--|---|--|---|
| 2016 | \$16,000,000   |   |  | \$16,000,000  |
| 2017 | \$16,000,000   |   |  | \$16,000,000  |
| 2018 | \$16,000,000   |   |  | \$16,000,000  |
| 2019 | \$16,000,000   | \$3,250,000   | \$1,130,000  | \$20,380,000  |
| 2020 | \$16,000,000   | \$3,250,000   | \$2,140,000  | \$21,390,000  |
| 2021 | \$16,000,000   | \$3,250,000   | \$2,140,000  | \$21,390,000  |
| 2022 | \$16,000,000   | \$3,500,000   | \$2,340,000  | \$21,840,000  |
| 2023 | \$16,000,000   | \$3,500,000   | \$2,330,000  | \$21,830,000  |
| 2024 | \$16,000,000   | \$3,500,000   | \$2,300,000  | \$21,800,000  |
| 2025 | \$16,000,000   | \$3,500,000   | \$2,280,000  | \$21,780,000  |
| 2026 | \$16,000,000   | \$3,500,000   | \$2,260,000  | \$21,760,000  |
| 2027 | \$16,000,000   | \$3,500,000   | \$2,240,000  | \$21,740,000  |
| 2028 |  | \$12,100,000  | \$5,180,000  | \$17,280,000  |
| 2029 |  | \$12,100,000  | \$5,160,000  | \$17,260,000  |
| 2030 |  | \$12,100,000  | \$5,140,000  | \$17,240,000  |
| 2031 |  | \$12,100,000  | \$5,120,000  | \$17,220,000  |
| 2032 |  |   | \$17,190,000   | \$17,190,000  |
| 2033 |  |   | \$17,170,000   | \$17,170,000  |
| 2034 |  |   | \$17,150,000   | \$17,150,000  |

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN  
INCREASED MULTI-YEAR COMMITMENT OF  
REGIONAL FLEXIBLE FUNDS FOR THE  
YEARS 2019-34, FUNDING THE DIVISION  
TRANSIT PROJECT, THE SOUTHWEST  
CORRIDOR TRANSIT PROJECT, ARTERIAL  
BOTTLENECK PROJECTS, ACTIVE  
TRANSPORTATION PROJECTS, AND  
ENHANCED TRANSIT PROJECTS, AND  
AUTHORIZING EXECUTION OF AN  
AMENDMENT TO INTERGOVERNMENTAL  
AGREEMENT AMENDMENT WITH TRIMET  
REGARDING THE INCREASED MULTI-YEAR  
COMMITMENT OF REGIONAL FLEXIBLE  
FUNDS

) RESOLUTION NO. 17-4848

) Introduced by Chief Operating Officer Martha  
Bennett in concurrence with Council  
President Tom Hughes

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland metropolitan region, authorized by the U.S. Department of Transportation to program federal transportation funds in the Portland region through the Metropolitan Transportation Improvement Program (MTIP);

WHEREAS, Metro is authorized by the Federal Highway Administration (FHWA) to allocate and program Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds and by the Oregon Department of Transportation (ODOT) to sub-allocate and program federal Congestion Mitigation/Air Quality (CMAQ) funds in the MTIP that are allocated to the Portland metropolitan region by ODOT;

WHEREAS, TriMet is the authorized public transportation provider for the Portland region and is an eligible recipient of federal transportation funds through the MTIP;

WHEREAS, on June 16, 2016, as recommended by JPACT, the Metro Council adopted Resolution No. 16-4702, "For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area," which resolution and policy statement sets forth how the region will identify and select transportation projects to receive federal transportation funds, including CMAQ funds as a portion of the regional flexible funds (the "RFFA Policy Statement");

WHEREAS, the RFFA Policy Statement supports committing federal transportation funds over years 2019-21 for the following purposes: (a) high-capacity transit regional bond commitments for the Division Street Project and the Southwest Corridor Project, (b) bond commitments for developing projects to address regional congestion bottlenecks and active transportation/Safe Routes to Schools projects, (c) region-wide programs, such as transit oriented development and corridor and systems planning, and (d) regional freight investments and active transportation/complete streets;

WHEREAS, JPACT has also requested a proposal for its consideration to provide funding for an "Enhanced Transit" program of on-street capital improvements to facilitate better bus service;

WHEREAS, pending resolution of how ODOT would resolve sub-allocation of CMAQ funds throughout the eligible areas of the state with two additional eligible areas established in 2016, a first phase allocation of funds was allowed to proceed through Metro Resolution 17-4800;

WHEREAS, ODOT has agreed to a new sub-allocation formula approach that stabilizes CMAQ funding levels for 2019 and beyond but reduces the amount of funding to the Portland metropolitan region from levels forecast during the original RFFA policy deliberations;

WHEREAS, the payment of RFFA revenues in Table 1 of Exhibit A to this resolution will accommodate the reduced amount of funding from the new CMAQ sub-allocation while providing bond proceeds for the purposes and amounts shown in Table 2 of Exhibit A;

WHEREAS, JPACT approved the revised payment schedule and amounts set forth in Table 1 and Table 2 of Exhibit A to this resolution on October 19, 2017; and

WHEREAS, TriMet anticipates issuing revenue bonds secured by the commitment of federal transportation funds set forth on Exhibit A, and an amended agreement between Metro and TriMet regarding these funds will facilitate borrowing by TriMet that pledge these increased funds; now therefore

BE IT RESOLVED that the Metro Council hereby:

- Approves the revised commitment of federal transportation funds recommended by JPACT and shown in Table 1 of Exhibit A; and
- Authorizes the execution of an amendment to intergovernmental agreement between Metro and TriMet, in a form approved by the Office of Metro Attorney and consistent with this Resolution, that incorporates the increased multi-year commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses and amounts set forth in Table 2 of Exhibit A.

ADOPTED by the Metro Council this 2nd day of November, 2017.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

# EXHIBIT A to Resolution 17-4848

Table 1: Multi-Year Commitment of MTIP Funds and Regional Flexible Funds to TriMet

| Column:             | A   | B  | C  |
|---------------------|---|--|--|
| Federal Fiscal Year | Sub-Total of MTIP Funds Committed under Res. Nos. 08-3942 and 10-4185 | Sub-Total of Regional Flexible Funds Committed under Res. No. 17-4800 & Res. No. 17-4848 | Grand Total of MTIP Funds and Regional Flexible Funds Committed to TriMet under Res. Nos. 08-3942, 10-4185, 17-4800 & Res. No. 17-4848 |
| 2016                | \$16,000,000  |  | \$16,000,000   |
| 2017                | \$16,000,000  |  | \$16,000,000   |
| 2018                | \$16,000,000  |  | \$16,000,000   |
| 2019                | \$16,000,000  | \$4,380,000  | \$20,380,000   |
| 2020                | \$16,000,000  | \$5,390,000  | \$21,390,000   |
| 2021                | \$16,000,000  | \$5,390,000  | \$21,390,000   |
| 2022                | \$16,000,000  | \$5,840,000  | \$21,840,000   |
| 2023                | \$16,000,000  | \$5,830,000  | \$21,830,000   |
| 2024                | \$16,000,000  | \$5,800,000  | \$21,800,000   |
| 2025                | \$16,000,000  | \$5,780,000  | \$21,780,000   |
| 2026                | \$16,000,000  | \$5,760,000  | \$21,760,000   |
| 2027                | \$16,000,000  | \$5,740,000  | \$21,740,000   |
| 2028                |   | \$17,280,000   | \$17,280,000   |
| 2029                |   | \$17,260,000   | \$17,260,000   |
| 2030                |   | \$17,240,000   | \$17,240,000   |
| 2031                |   | \$17,220,000   | \$17,220,000   |
| 2032                |   | \$17,190,000   | \$17,190,000   |
| 2033                |   | \$17,170,000   | \$17,170,000   |
| 2034                |   | \$17,150,000   | \$17,150,000   |

(1) The rights and obligations of Metro and TriMet regarding the multi-year commitment of MTIP Funds shown in Column A are set forth in the 2011 RFF IGA. This Amendment sets forth the rights and obligations of Metro and TriMet regarding the multi-year commitment of Regional Flexible Funds shown in Column B, which represents the sub-total of the commitments made in Res. No. 17-4800 & Res. No. 17-4848. Column C shows the sum of Columns A and B, which represents the grand total amount of MTIP Funds and Regional Flexible Funds to be programmed each year by Metro and allocated to TriMet based on both the 2011 RFF IGA and this Amendment.

(2) Amounts shown do not include any adjustments pursuant to Section 4.4. and/or Section 5.4 of the IGA.

(3) MTIP Funds received by TriMet for fiscal years prior to 2016 are not shown.

Table 2: Funded Projects and Net Project Funding

| Project Activity                             | Amount        |
|--|---------------|
| Southwest Corridor Project                   | \$60,000,000  |
| Division Transit Project                     | \$25,000,000  |
| Project Development: Highway/Arterial        | \$10,000,000  |
| Active Transportation/Safe Routes to Schools | \$2,000,000   |
| Enhanced Transit                             | \$5,000,000   |
| Total  | \$102,000,000 |

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 17-4848, FOR THE PURPOSE OF APPROVING AN INCREASED MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS FOR THE YEARS 2019-34, FUNDING THE DIVISION TRANSIT PROJECT, THE SOUTHWEST CORRIDOR TRANSIT PROJECT, ARTERIAL BOTTLENECK PROJECTS, ACTIVE TRANSPORTATION PROJECTS, AND ENHANCED TRANSIT PROJECTS, AND AUTHORIZING EXECUTION OF AN AMENDMENT TO INTERGOVERNMENTAL AGREEMENT AMENDMENT WITH TRIMET REGARDING THE INCREASED MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS

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Date: October 19, 2017

Prepared by: Ted Leybold

### **BACKGROUND**

In 2015, the region began discussions to update the policy for the next allocation of regional flexible funds and the creation of the 2018-21 MTIP. The financial forecast at that time found that by holding funding levels for existing programs steady at past amounts (adjusting for inflation), there is \$17.43 million of additional forecasted Regional Flexible Funds for the Portland metropolitan region under the FAST Act legislation. On June 16, 2016, the Metro Council approved Resolution No. 16-4702, establishing policy direction for the allocation of regional flexible funds, including the intent to provide this additional forecasted revenue and a small portion of existing funding capacity to the Division Transit Project and project development work for the Southwest Corridor transit project, arterial bottleneck projects, and active transportation projects. Support of these projects was authorized to include a multi-year commitment of funding through 2034, to be bonded by TriMet to provide funding to these projects more immediately.

Upon adoption of the policy, Metro was informed by the Oregon Department of Transportation that one source of the regional flexible funding, Congestion Mitigation/Air Quality (CMAQ) funds, would likely be reduced due to the new eligibility of the Salem and Eugene areas to receive these funds from the share allocated to the state of Oregon. To address this uncertainty regarding any potential reduction in available federal transportation funds from the amounts assumed in the adopted RFFA Policy Statement and given the importance of TriMet's timely receipt of funds to keep project work on schedule, on May 18, 2017, the Joint Policy Advisory Committee on Transportation (JPACT) recommended approval of Resolution 17-4800, allowing initial agreement for bond funding to proceed at a reduced amount until further resolution of the CMAQ sub-allocation by ODOT.

The Oregon Transportation Commission has now provided direction on the future sub-allocation of CMAQ funding to eligible areas of the state for the years 2019 and beyond, stabilizing the forecast that the Metro region can utilize for the Regional Flexible Fund allocation. While the forecast is now less than originally forecast in 2016 for the consideration of the RFFA policy, there is forecasted more funding than was committed to in the first phase of bonding that was authorized to proceed by Resolution 17-4800, while keeping the funding to other RFFA funded programs whole.

Therefore, this resolution authorizes amending the agreement with TriMet providing the initial amount of funding, to a final amount that represents the full amount now forecast to be available for bonding given the reduction to CMAQ funding to the Portland metropolitan area, and updates the forecast of available funding utilized in developing the original policy direction provided in Resolution No 16-4702. Under

this forecast scenario, the other RFFA funded programs will continue to be funded at approximately current levels per the original policy direction provided in Resolution No. 16-4702. The bond program payments and the projects to receive funding are updated to the amounts shown in Tables 1 and 2 of Exhibit A.

This resolution updates the funding amounts from Resolution Nos. 16-4702, and 17-4800 and authorizes the Chief Operating Officer to amend the intergovernmental agreement (IGA) between TriMet and Metro that had provided the initial funding. In this amendment, Metro will provide an increased multi-year commitment of regional flexible funds consistent with the schedule provided in Table 1 of Exhibit A to this resolution. The bond proceeds will be provided to the projects consistent with Table 2 of Exhibit A to this resolution.

JPACT approved these increased funding commitments and amounts set forth in Table 1 and Table 2 of Exhibit A to the resolution on October 19, 2017.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This Resolution would modify the policy direction provided in Resolution No. 16-4702, *“For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area,”* June 16, 2016, and modify the previous IGA approved in Resolution No. 17-4800, *“For the Purpose of Approving a Multi-Year Commitment of Regional Flexible Funds for the Years 2019-31, Funding the Division Transit Project, Arterial Bottleneck Projects, and Active Transportation Projects, and Authorizing Execution of an Intergovernmental Agreement with TriMet Regarding the Multi-Year Commitment of Regional Flexible Funds”* to implement the modified policy direction.
3. **Anticipated Effects** This resolution would authorize an amended IGA that would provide the mechanism to formalize the transfer of regional flexible fund dollars to TriMet for the funding of transportation projects specified in the agreement.
4. **Budget Impacts** Federal or state funding allocations less than forecasted levels may affect Metro’s ability to allocate regional flexible funds for Metro planning or transportation program activities.

## **RECOMMENDED ACTION**

Metro Council approve Resolution No. 17-4848.



Agenda Item No. 6.1

**Ordinance No. 17-1408**, For the Purpose of Adopting  
Amendments to Title 14 of the Urban Growth Management  
Functional Plan to Improve the Regional Growth Management  
Process

*Ordinances (Second Reading)*

Metro Council Meeting  
Thursday, November 2, 2017  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

|                                |   |  |
|--------------------------------|---|--|
| FOR THE PURPOSE OF ADOPTING    | ) | ORDINANCE NO. 17-1408                      |
| AMENDMENTS TO TITLE 14 OF THE  | ) |  |
| URBAN GROWTH MANAGEMENT        | ) | Introduced by Martha J. Bennett, Chief     |
| FUNCTIONAL PLAN TO IMPROVE THE | ) | Operating Officer, with the concurrence of |
| REGIONAL GROWTH MANAGEMENT     | ) | Tom Hughes, Council President              |
| PROCESS                        | ) |  |

WHEREAS, Oregon state law requires Metro to periodically determine the capacity of the urban growth boundary (UGB) to accommodate population growth in the region over the next 20 years; and

WHEREAS, the Metro Council made its most recent determination of the UGB's growth capacity in 2015 by adopting Ordinance No. 15-1361; and

WHEREAS, as part of Ordinance No. 15-1361, the Metro Council ordained that Metro would work with its regional partners to explore possible improvements to the region's residential growth management process; and

WHEREAS, in May of 2016 Metro convened an Urban Growth Readiness Task Force consisting of public and private sector representatives to develop recommendations for such improvements; and

WHEREAS, on February 2, 2017 the Metro Council adopted Resolution No. 17-4764, which accepted the following three key concepts adopted by the Task Force for improving the growth management process: (1) clarify expectations for cities proposing modest residential UGB expansions into concept-planned urban reserves; (2) seek greater flexibility for addressing regional housing needs, in part through changes to state law allowing for mid-cycle UGB expansions up to 1000 acres; and (3) seek greater flexibility when choosing among concept-planned urban reserves for UGB expansions; and

WHEREAS, the Task Force also recommended that Metro adopt changes in its decision-making processes to implement the three key concepts by taking an outcomes-based approach to growth management focused on specific UGB expansion proposals made by cities; and

WHEREAS, based on the Task Force directives, Metro and its regional partners successfully advocated for changes to state law via House Bill 2095, which allows Metro to make mid-cycle residential UGB expansions by amending its most recent Urban Growth Report analysis based on specific residential growth proposals brought forward by cities; and

WHEREAS, the Metro Council directed staff to work with the Metro Technical Advisory Committee (MTAC) on proposed amendments to the Urban Growth Management Functional Plan (UGMFP) that would implement the Task Force directives and House Bill 2095; and

WHEREAS, over the course of 10 meetings since July 6, 2016, Metro staff and MTAC prepared and refined proposed amendments to Title 14 of the UGMFP; and

WHEREAS, on September 6, 2017 MTAC voted unanimously to approve the proposed amendments and to forward them to the Metro Policy Advisory Committee (MPAC) for review and approval; and

WHEREAS, MPAC reviewed and discussed the proposed amendments on September 27, 2017, and at its meeting on October 11, 2017 voted unanimously to recommend that the Metro Council approve the proposed amendments with minor revisions; and

WHEREAS, the Metro Council finds that MPAC's recommended amendments to Title 14 of the UGMFP will effectively implement House Bill 2095 and the directive of the Urban Growth Readiness Task Force to create a more flexible and outcomes-based approach for future UGB expansions in the Metro region; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Chapter 3.07 of the Metro Code is hereby amended as shown on Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this \_\_\_\_\_ day of November 2017.

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Tom Hughes, Council President

Attest:

Approved as to Form:

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Nellie Papsdorf, Recording Secretary

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Alison R. Kean, Metro Attorney

## **Exhibit A to Ordinance No. 17-1408**

Adding new code sections 3.07.1427 and 3.07.1428 to implement HB 2095:

### **3.07.1427 Mid-Cycle Amendments - Procedures**

- (a) The Metro Council may consider a mid-cycle amendment to the UGB for residential needs between legislative UGB amendments, as provided in ORS 197.299(6). Cities may initiate a mid-cycle amendment to the UGB for areas adjacent to the city by filing a proposal on a form provided by Metro.
- (b) The COO will accept proposals from cities for mid-cycle UGB amendments during the period that is between 24 and 30 months after the date of the Council's adoption of its most recent analysis of the regional buildable land supply under ORS 197.296.
- (c) The COO shall provide written notice of the deadline for proposals for mid-cycle amendments not less than 90 days before the first date proposals may be accepted to each city and county within the Metro region and to anyone who has requested notification.
- (d) Proposals must indicate that they have the support of the governing body of the city making the proposal.
- (e) As part of any proposal, the city shall provide the names and addresses of property owners for notification purposes, consistent with section 3.07.1465.
- (f) The proposing city shall provide a concept plan for the urban reserve area that includes the proposed expansion area consistent with section 3.07.1110.
- (g) The proposing city shall provide written responses to the criteria listed in 3.07.1428(b).
- (h) Proposals from cities under this section shall be initially reviewed by the COO and the Metro Planning Department. No later than 60 days after the final date for receiving proposals under subsection (b) of this section, the COO shall submit a recommendation to the Metro Council regarding the merits of each proposal, including consideration of the criteria listed in Section 3.07.1428.

- (i) The Metro Council is not obligated to take action on proposals submitted by cities or on the recommendation of the COO. If the Council chooses to expand the UGB in accordance with one or more of the proposals, it may add no more than 1000 acres total.
- (j) If the Council elects to amend the UGB under this section, it shall be accomplished by ordinance in the manner prescribed for ordinances in Chapter VII of the Metro Charter. For each mid-cycle amendment, the Council shall establish a schedule of public hearings that allows for consideration of the proposed amendment by MPAC, other relevant advisory committees, and the public.
- (k) Any decision by the Council to amend the UGB under this section must be adopted not more than four years after the date of the Council's adoption of its most recent analysis of the regional buildable land supply under ORS 197.296.
- (l) Notice to the public of a proposed amendment to the UGB under this section shall be provided as prescribed in section 3.07.1465.

### **3.07.1428 Mid-Cycle Amendments - Criteria**

- (a) In reviewing city proposals for mid-cycle UGB amendments, the Metro Council shall determine whether each proposal demonstrates a need to revise the most recent analysis of the regional buildable land supply as described in ORS 197.299(5). The Council's decision shall include consideration of:
  - (1) Need to accommodate future population, consistent with the most recently adopted 20-year population range forecast; and
  - (2) Need for land suitable to accommodate housing and supporting public facilities and services, schools, parks, open space, commercial uses, or any combination thereof.
- (b) If, after revising its most recent analysis of the buildable land supply under paragraph (a) of this subsection, the Council concludes that expansion of the UGB is warranted, the Council shall evaluate those areas that have been proposed by cities for possible addition to the UGB. Any expansion(s) under this section may not exceed a

total of 1000 acres. Cities proposing mid-cycle UGB amendments shall demonstrate that:

- (1) The city has an acknowledged housing needs analysis that was completed in the last six years and is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began;
  - (2) The housing planned for the city's proposed UGB expansion area is likely to be built in fewer than 10 years. As part of any proposal, cities must provide a concept plan that is consistent with section 3.07.1110 of this chapter. Cities may also provide evidence of property owner support for the proposed UGB expansion, and/or other evidence regarding likelihood of development occurring within 10 years;
  - (3) The city has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas;
  - (4) The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas. Such practices may include regulatory approaches, public investments, incentives, partnerships, and streamlining of permitting processes; and
  - (5) The city has taken actions in its existing jurisdiction as well as in the proposed expansion area that will advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.
- (c) The land proposed for UGB expansion must be a designated urban reserve area.
- (d) Mid-cycle UGB amendments made under this section are exempt from the boundary location requirements described in Statewide Planning Goal 14.

Amendments to existing code sections 3.07.1425 and 3.07.1465 (new language underlined):

**3.07.1425 Legislative Amendment to the UGB - Criteria**

\* \* \* \* \*

- (c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:
- (1) Efficient accommodation of identified land needs;
  - (2) Orderly and economic provision of public facilities and services;
  - (3) Comparative environmental, energy, economic and social consequences;
  - (4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;
  - (5) Equitable and efficient distribution of housing and employment opportunities throughout the region;
  - (6) Contribution to the purposes of Centers and Corridors;
  - (7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;
  - (8) Avoidance of conflict with regionally significant fish and wildlife habitat; and
  - (9) Clear transition between urban and rural lands, using natural and built features to mark the transition.
- (d) If the Council determines there is a need to amend the UGB for housing, in addition to consideration of the factors listed in subsection (c) of this section, the Council shall also consider the following factors in determining which urban reserve areas better meet the housing need:



- (1) Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began;
- (2) Whether the area has been concept planned consistent with section 3.07.1110 of this chapter;
- (3) Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas;
- (4) Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas; and
- (5) Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.

### **3.07.1465 Notice Requirements**

- (a) For a proposed legislative amendment under section 3.07.1420, the COO shall provide notice of the public hearing in the following manner:
  - (1) In writing to the Department of Land Conservation and Development and local governments of the Metro region at least 35 days before the first public hearing on the proposal; and
  - (2) To the general public at least 35 days before the first public hearing by an advertisement no smaller than 1/8-page in a newspaper of general circulation in the Metro area and by posting notice on the Metro website.

(b) For a proposed mid-cycle amendment under section 3.07.1427, the COO shall provide notice of the first public hearing on the proposal in the following manner:

(1) In writing at least 35 days before the first public hearing on the proposal to:

(A) The Department of Land Conservation and Development;

(B) The owners of property that is being proposed for addition to the UGB;

(C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is designated for agriculture or forestry pursuant to a statewide planning goal;

(2) In writing at least 30 days before the first public hearing on the proposal to:

(A) The local governments of the Metro area;

(B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest includes or is adjacent to the subject property and which is officially recognized as entitled to participate in land use decisions by the cities and counties whose jurisdictional boundaries include or are adjacent to the site;

(C) Any other person who requests notice of amendments to the UGB; and

(3) To the general public by posting notice on the Metro website at least 30 days before the first public hearing on the proposal.

(b~~c~~) For a proposed major amendment under sections 3.07.1430 or 3.07.1435, the COO shall provide notice of the hearing in the following manner:

\* \* \* \* \*

(e~~d~~) The notice required by subsection (a), and (b), and (c) of this section shall include:

\* \* \* \* \*

(9) For the owners of property described in subsection  
(~~b~~c) (1) (C) of this section, the information required  
by ORS 268.393(3).

(~~e~~e) For a proposed minor adjustment under section 3.07.1445,  
the COO shall provide notice in the following manner:

\* \* \* \* \*

(~~e~~f) The notice required by subsection (~~e~~e) of this section  
shall include:

\* \* \* \* \*

## STAFF REPORT

### IN CONSIDERATION OF ORDINANCE NO. 17-1408 FOR THE PURPOSE OF ADOPTING AMENDMENTS TO TITLE 14 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN TO IMPROVE THE REGIONAL GROWTH MANAGEMENT PROCESS

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Date: October 12, 2017

Prepared by: Ted Reid  
ted.reid@oregonmetro.gov

## BACKGROUND

### **An outcomes-based approach to growth management**

When the Metro Council made an urban growth management decision in November 2015, the Council indicated its intent to convene partners to discuss possible improvements to the region's process for managing residential growth. The desire for a new approach springs from lessons learned from past urban growth boundary (UGB) expansions, some of which have been slow to develop because of governance and infrastructure funding challenges. Likewise, the Metro Council, cities, counties, and stakeholders have expressed frustration with past decision processes that were characterized by theoretical debates that felt detached from viable growth options.

The proposed code amendments that the Council is considering in Ordinance No. 17-1408 represent a step towards improving how the region manages residential growth, with the goal of facilitating more transparent discussions of the merits of the actual growth options that may produce needed housing and jobs. These amendments build on past improvements that include:

- The Council has adopted numerous policies, including the 2040 Growth Concept, which emphasize existing urban areas as the region's growth priorities. In the last two decades, market demand for housing in urban areas has increased around the country. With plans in place, the greater Portland region has been uniquely ready to capitalize on that market demand for urban living.
- In 2010 and again in 2017, the Council adopted urban and rural reserves. These designations describe where the region may expand its urban footprint over the next five decades and which areas will be off limits to urbanization. Metro, Clackamas County, and Multnomah County are currently seeking state acknowledgement of these designations. In 2014, the state legislature codified urban and rural reserves in Washington County in state law.
- In 2010, the Council adopted a requirement that a concept plan must be completed by a local jurisdiction before the Council will expand the UGB there. This policy is intended to ensure that issues of governance, infrastructure funding, environmental protection, and planned uses are sorted out by a city before the land is added to the UGB.
- Since 2006, Metro has offered grant funding to assist cities and counties in removing barriers to development ("2040 Planning and Development Grants," formerly known as "Community Planning and Development Grants")
- In 2010, the Council adopted six desired outcomes into the Regional Framework Plan, expressing an intent to have them guide growth management decision making.

### **Urban Growth Readiness Task Force recommendations**

Beginning in the spring of 2016, Metro convened the Urban Growth Readiness Task Force to provide recommendations on how to continue to improve the region's growth management process. The Task Force included mayors, county commissioners, and representatives from 1000 Friends of Oregon, the Home Builders Association of Metropolitan Portland, and the Oregon Department of Land Conservation and Development. Council President Hughes served as Chair and Councilors Collette and Chase also served as liaisons.

The Task Force met five times and made consensus recommendations. Those recommendations can be generally described as:

- The Metro Council should exercise greater flexibility when considering city proposals for residential urban growth boundary (UGB) proposals into concept planned urban reserves.
- The Metro Council should clarify expectations for cities proposing residential UGB expansions into concept planned urban reserves. The Task Force identified topics of interest that cities should address and suggested that Metro staff work with the Metro Technical Advisory Committee (MTAC) to incorporate those topics into proposed code. The Task Force recommended that those expectations should strike a balance between providing flexibility and certainty.

The Metro Council accepted the Task Force's recommendations when it adopted Resolution No. 17-4764. Those recommendations guide the proposed code amendments that the Council is now considering under Ordinance No. 17-1408. The Task Force's recommendations and their relationship to Ordinance No. 17-1408 are further summarized as follows:

#### Exercise greater flexibility when considering city proposals for residential UGB expansions into concept planned urban reserves:

The general theme of the Task Force's recommendations was that the Council should exercise greater flexibility to respond to city proposals for residential UGB expansions into concept planned urban reserves. This will be achieved through recent changes to state law that facilitate the Metro Council's ability to make "mid-cycle" growth management decisions as well as by exercising flexibility that is already allowed under the law in standard "legislative" growth management decisions that the Council makes at least every six years.

Based on Task Force recommendations, Metro and its partners successfully advocated for changes to state law that facilitate the Metro Council's consideration of city proposals for mid-cycle residential expansions. House Bill 2095, signed into law in 2017, allows Metro to make mid-cycle residential UGB amendments by amending its most recent Urban Growth Report analysis. The law limits each of these mid-cycle expansions to a total of 1,000 acres. The legislation also exempts mid-cycle decisions from the boundary location requirements described in Statewide Planning Goal 14 (Urbanization). In other words, Metro is not obligated to analyze all urban reserves in mid-cycle decisions and may focus only on those that are proposed by cities. The first mid-cycle decision process is anticipated in 2021. Proposed Ordinance No. 17-1408 describes Metro procedures for mid-cycle decisions.

Under state law, the Metro Council must assess regional housing needs at least every six years. Exercising greater flexibility in this standard legislative growth management process (including the 2018 decision) means that decision making will focus on the merits of city proposals for UGB expansions. This new approach recognizes that there is not one correct answer to whether expansions are needed, just different tradeoffs to consider. Informed by peer-reviewed analysis in the 2018 Urban Growth Report, the Council will decide whether city-proposed UGB expansions are warranted to achieve desired outcomes and produce needed housing.

#### Clarify expectations for cities proposing residential UGB expansions:

The Task Force recommended that, along with exercising greater flexibility in responding to city proposals, the Metro Council should have high standards for cities proposing residential UGB expansions into concept planned urban reserves. Fundamentally, the Task Force indicated that cities should demonstrate that an expansion area is likely to develop as planned and that they are implementing best practices for providing needed housing and achieving desired outcomes in their existing urban areas. The Task Force recommended that Metro should make those expectations clear to cities while also providing enough flexibility to accommodate proposals from cities with differing circumstances.

To advance the Task Force's recommendations, the Metro Council asked staff to work with MTAC to propose amendments to the Metro code that would provide that clarification. Ordinance No. 17-1408 includes amendments to Metro code to achieve that end. As written, these expectations would apply to legislative and mid-cycle UGB amendments. These expectations are similar for both types of decisions, but are somewhat more rigorous for mid-cycle decisions since that process was designed to address more immediate opportunities presented by cities. The expectations for legislative decisions, such as the 2018 growth management decision, are presented as factors that the Council will consider.

#### **MTAC recommendations**

MTAC began providing conceptual feedback to the Task Force in July 2016 and began discussing possible code amendments shortly thereafter. In total, MTAC discussed background concepts or proposed code amendments at 10 meetings, including:

July 6, 2016  
July 13, 2016  
August 3, 2016  
September 7, 2016  
October 19, 2016  
December 7, 2016  
February 1, 2017  
April 5, 2017  
August 2, 2017  
September 6, 2017

MTAC's discussions centered on how to achieve an appropriate balance of flexibility and certainty in the proposed code amendments. At its September 6, 2017 meeting, MTAC made a unanimous recommendation to MPAC on proposed code amendments. MTAC's proposed code amendments are intended to provide flexibility to cities and the Metro Council. Recognizing that flexibility also may create ambiguity, MTAC recommended that Metro staff develop administrative guidance that further clarifies how a city might make a compelling residential UGB expansion proposal that meets the intent of the proposed code. That administrative guidance is not intended for formal adoption by the Council. Staff expects that the administrative guidance will be edited for future growth management decisions based on lessons learned in the 2018 decision or to reflect contemporary policy interests. Draft administrative guidance is included as Attachment 1 to this staff report.

#### **Council work session discussion**

The Metro Council discussed the proposed code amendments (version recommended by MTAC) at its September 14 work session. The Metro Council suggested one change to the mid-cycle UGB amendment criteria described in proposed code section 3.07.1428(b)2. That criterion references a timeframe during which the proposed housing is likely to be developed. MTAC recommended that this be a 20-year time

horizon. The Metro Council requested that this be changed to 10 years to recognize that mid-cycle decisions are intended to respond to more immediate opportunities to provide needed housing.<sup>1</sup>

The Council also discussed an initial draft of administrative guidance at the September 14 work session and suggested a couple of revisions. Staff has made those and a few other minor revisions to provide clarity. Those revisions include:

- Cities should substantiate any assertions that UGB expansions would reduce commute distances.
- Affordable housing is defined in the guidance as both market rate and subsidized housing that is affordable to households with incomes equal to or less than 80 percent of the median family income for the county. This definition was developed in consultation with Metro staff that specialize in housing development and affordability.
- The document provides additional guidance on how cities may demonstrate efforts relating to the region's sixth desired outcome (equity). Metro Planning and Development staff worked with Metro Diversity, Equity and Inclusion staff to make those clarifications.

The administrative guidance is not intended to be formally adopted, however it is included as Attachment 1 to this report for reference. If the Council chooses to adopt code that differs from what is proposed, staff will work to reconcile the administrative code with adopted code. Staff also anticipates that the administrative guidance will be revised in future decisions based on lessons learned in the 2018 growth management decision as well as contemporary policy interests.

### **MPAC recommendations**

The Metro Policy Advisory Committee (MPAC) had an initial discussion of the proposed code amendments at its September 27, 2017 meeting. After MPAC's September 27 discussion, Metro staff became aware of two concerns from local jurisdiction staff regarding the proposed code amendments. Those concerns included:

- A desire for Metro code to reiterate a state law that requires that any mid-cycle UGB expansion must be adjacent to the city proposing the expansion.
- A concern that the cities that are likely to propose residential expansions in the 2018 legislative decision haven't based their housing needs analyses on the current<sup>2</sup> Metro forecast as would be required under the code recommended by MTAC. The concern was that cities would not be able to revise their analyses in time to make an expansion proposal for the 2018 decision (proposals are due by the end of May 2018).

To address those concerns, Metro staff suggested slight revisions to the proposed code that went to MPAC for a recommendation on October 11, 2017. MPAC members agreed with those proposed changes.

MPAC moved to make one further revision to the proposed code being considered for their recommendation, seeking to clarify that coordinating a city's housing needs analysis with the Metro forecast means coordinating it with an adopted "distributed" forecast. This refers to a forecast that distributes regional growth at smaller geographies. Metro, the counties, and cities periodically undertake a coordinated approach to producing a distributed forecast that the Metro Council considers for adoption.

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<sup>1</sup> Legislative UGB amendments, which must be considered by the Council at least every six years, respond to a 20-year time horizon.

<sup>2</sup> The current forecast is the 2040 Distributed Forecast, which was adopted by the Metro Council in 2016 (Ordinance No. 16-1371) after coordinating with cities and counties.



Typically, Metro and local jurisdictions go through this process within a year or two of the Metro Council making a regional urban growth management decision.

MPAC unanimously recommends that the Council adopt the proposed Title 14 code amendments that are Exhibit A to Ordinance No. 17-1408.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

Staff is not aware of any opposition to this ordinance.

### **2. Legal Antecedents**

- Statewide Planning Goals 10 (Housing) and 14 (Urbanization)
- Oregon Administrative Rules, Division 24 (Urban Growth Boundaries)
- Metro Regional Framework Plan, Chapter 1 (Land Use)
- Metro Urban Growth Management Functional Plan
- Council Ordinance No. 10-1238A, which adopted urban and rural reserves and made changes to the Urban Growth Management Functional Plan that require cities to complete concept plans for urban reserves before the area will be included in the UGB. The ordinance also included amendments to the Functional Plan that provide guidance for the contents of concept plans.
- Council Ordinance No. 10-1244, which adopted changes to the Regional Framework Plan, calling for an outcomes-based approach to urban growth management.
- Council Ordinance No. 15-1361, which expressed Council's intent to convene partners to discuss possible improvements to the region's process for managing residential growth.
- Council Resolution No. 17-4764, by which the Council accepted the recommendations of the Urban Growth Readiness Task Force, including its recommendation to clarify expectations for cities proposing residential UGB expansions.

### **3. Anticipated Effects**

Future residential growth management decisions, including the Metro Council's 2018 decision, would be subject to the code requirements proposed in this ordinance. This will mean that cities will need to address these new code provisions when proposing residential UGB expansions. The proposed code amendments would also establish procedures for mid-cycle residential growth management decisions.

### **4. Budget Impacts**

No additional budget impacts are expected as a consequence of Council adoption of this ordinance. Staff anticipates devoting time to assisting cities that wish to propose residential UGB expansion. Likewise, some amount of staff time will be incurred reviewing city proposals. However, staff believes that this can be achieved with existing resources since this effort is anticipated in the 2018 growth management decision work program.

## **RECOMMENDED ACTION**

Staff recommends that Council adopt Ordinance No. 17-1408.

## **ATTACHMENTS**

Attachment 1: Draft administrative guidance for cities proposing residential UGB expansions in the 2018 urban growth management decision.

**Administrative guidance for cities proposing residential urban growth boundary expansions in the 2018 urban growth management decision**

The factors found in section 3.07.1425 (d) 1-5 were drafted with the intent of providing flexibility for cities that are proposing residential urban growth boundary (UGB) expansions. This is in recognition of the fact that cities have differing circumstances. With that flexibility comes some ambiguity.

Acknowledging that ambiguity, this document is intended as guidance for cities making proposals. It seeks to further explain the Metro Council's policy interests in order to help cities make the strongest proposal possible. In addressing these expectations, cities should make their best case for their proposed expansion, highlighting not only the merits of the proposed expansion area, but also demonstrating a commitment to implementing best practices in existing urban areas.

All code sections 3.07.1425 (d) 1 – 5 should be addressed in a city's proposal narrative. Please limit the proposal narrative (not including attachments or cover pages) to 15 pages. To be considered in the 2018 growth management decision, cities must submit all required proposal materials to Metro's Chief Operating Officer by close of business on May 31, 2018. The Metro Council will not consider proposals that are incomplete or late. Please contact Metro staff with any questions about how to address these code sections.

Cities proposing expansions primarily for employment purposes do not need to address these code sections as they are chiefly focused on residential considerations, but must still submit a proposal letter and a concept plan for the urban reserve by May 31, 2018.

Relevant Metro code sections are in **bold**. Administrative guidance is in *italics*.

- 1. Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro forecast and distribution in effect at the time the city's housing needs analysis or planning process began.**

*The State Department of Land Conservation and Development (DLCD) – not Metro – is responsible for acknowledging city housing needs analyses if they determine that the city's analysis is consistent with [Statewide Planning Goal 10 \(Housing\)](#). Cities are encouraged to coordinate with DLCD early to ensure that deadlines and requirements can be met. Cities should request from DLCD, and provide to Metro, written state acknowledgement of their housing needs analysis.*

*Cities should coordinate their housing needs analyses with a distributed forecast that was adopted by the Metro Council. The 2040 distributed forecast is the most recent forecast and was adopted via Ordinance No. 16-1371. The 2035 and 2040 distributed forecasts are [available on Metro's website](#). When feasible, cities are encouraged to rely on the most current forecast (the 2035 distributed forecast is older). Cities that are planning for more household growth than depicted in the Metro forecast should explain their rationale and how their plans, investments and the proposed expansion will address that growth.*

*In addressing this code section in the proposal narrative, the Metro Council expects cities to demonstrate that, consistent with Statewide Planning Goal 10 (Housing), they are planning for a variety of housing types that can address the needs of diverse household sizes and incomes.*

*This demonstration should be made for the city as a whole, while also describing the role of the proposed expansion area in addressing those needs.*

**2. Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.**

*The Metro Council only wants to expand the UGB in locations that are likely to develop within the 20-year planning horizon. This is one of the reasons that the Council requires – in the [Urban Growth Management Functional Plan](#) – a concept plan before expanding the UGB. The concept plan must be consistent with Title 11 (Planning for New Urban Areas) of the Functional Plan. Cities should summarize their concept plan’s relevant components – such as infrastructure funding strategies and agreements with the county and special districts – in their proposal narrative. Cities should also demonstrate that the concept plan is consistent with the requirements of Title 11.*

*The Metro Council will only consider proposals for expansions in designated urban reserves. A concept plan may include a larger urban reserve area than what a city is proposing for expansion. Cities should clearly indicate in their proposal which areas are being proposed for expansion.*

*Concept plans should be formally adopted or accepted by a city’s governing body and a city should submit evidence of that formal action and the plan itself with its proposal. Cities should also submit a resolution from their governing body that expresses support for the proposed expansion. If desired, one resolution (or appropriate legislation) may be used for both purposes. Plans and proposals that lack formal endorsement by the city’s governing body will not be considered by the Metro Council.*

*To demonstrate the likelihood of development in the proposed expansion area, cities may submit additional information such as market studies, evidence of the city’s past track record in producing housing, and letters of support from or agreements with property owners in the proposed expansion area.*

*If a city has planning or governance responsibility for past UGB expansion areas, the Metro Council will want to know whether and how those areas have been annexed and developed. If past expansion areas have not been annexed or developed, the Metro Council will want a city to explain why that is and how the proposed expansion would be different.*

*Please note that Metro administers [2040 Planning and Development Grants](#) that can be used to fund concept plans for urban reserves.*

**3. Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas.**

*The Metro Council is committed to encouraging most growth in existing centers, corridors, main streets, and station communities. Development of UGB expansion areas should not be at the expense of existing urban areas. The Metro Council expects cities proposing residential expansions to make the case that they are making meaningful efforts to encourage the success of these existing urban areas.*

*Please refer to Title 6 (Centers, Corridors, Station Communities, and Main Streets) of the [Functional Plan](#) for specific actions that are encouraged. Generally, proposals from cities that have taken more of those actions and had positive results will be regarded more favorably. If cities have not taken these actions, they should explain the reasons why they have not.*

*If the proposed expansion would somehow reinforce an existing urban center or corridor, please describe how. If a city wishes to assert that the proposed expansion would reduce commute distances, the Metro Council will expect the city to provide evidence since people make complex decisions about where to live and work and this region, like other metropolitan areas, has a regional commute shed.*

*The region's [State of the Centers Atlas](#) is available as an online resource for describing current conditions in centers. Please also note that Metro administers [2040 Planning and Development Grants](#) that can be used to conduct work recommended under Title 6.*

**4. Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.**

*The Metro Council seeks to preserve and increase the supply and diversity of affordable housing. This includes both market rate and subsidized housing that is affordable to households with incomes equal to or less than 80 percent of the median family income for the county. Cities should describe the actions and investments they have taken to accomplish this in their existing urban areas. Please refer to the region's [Equitable Housing Initiative](#) for examples that could be cited. Cities should also describe the effectiveness of actions that they have taken. The [Regional Inventory of Regulated Affordable Housing](#) is available as a resource. Generally, proposals from cities that have taken more actions to improve or preserve affordability (and have achieved results) will be regarded more favorably.*

*Please note that Metro administers [2040 Planning and Development Grants](#) that can be used to conduct work to help ensure equitable housing. If a city has received an Equitable Housing Grant, please summarize the status of that work.*

**5. Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.**

*The Metro Council seeks to make urban growth management decisions that advance the region's six desired outcome (described in the [Regional Framework Plan](#)).*

- 1. People live, work and play in vibrant communities where their everyday needs are easily accessible.*
- 2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*
- 3. People have safe and reliable transportation choices that enhance their quality of life.*
- 4. The region is a leader in minimizing contributions to global warming.*
- 5. Current and future generations enjoy clean air, clean water and healthy ecosystems.*
- 6. The benefits and burdens of growth and change are distributed equitably.*

*Cities should address each of the six desired outcomes, referencing the actions that they have taken (and results achieved) in existing urban areas as well as how the proposed expansion may advance these outcomes. For several of the outcomes (particularly outcomes one, two, three, four, and six), cities may wish to summarize relevant portions of their responses to code section 3.07.1425(d)3, which requires that a city describe actions it has taken to enhance its centers, corridors, main streets or station communities. If these design types are proposed in the expansion area, the city should describe relevant aspects of the concept plan.*

*For outcome number four, cities should also reference any other policies or investments that specifically aim to reduce housing and transportation related carbon emissions. Cities may wish to describe how the housing planned for the proposed expansion addresses residential demand that could otherwise spillover outside the Metro UGB (thereby enlarging the regional commute-shed). In particular, cities may wish to note how the type and cost of housing that is being proposed could reduce spillover growth. If a city wishes to assert that the proposed expansion would reduce commute distances, the Metro Council will expect the city to provide evidence.*

*For outcome number five, cities may note their compliance with Titles 3 (Water Quality and Flood Management) and Title 13 (Nature in Neighborhoods) of the Functional Plan. Cities may also document additional policies or strategies that go beyond regional requirements, including parks and natural area acquisition programs. Cities should also summarize the relevant portions of their concept plans for proposed expansion areas.*

*Outcome six is of central interest to the Metro Council. To help achieve this ambitious goal, in June 2016 Metro adopted the [Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#). The strategic plan focuses on removing barriers and improving equity outcomes for people of color by improving how Metro works internally and with partners around the Portland region. While individual UGB expansions may have few direct impacts on region-wide racial equity, the cumulative impacts of how communities, cities, the region and the nation have grown have often adversely impacted people of color. Though the best course of action may not always be clear, Metro seeks to encourage a more intentional process for acknowledging and addressing these inequities in growth management decisions with the hopes that cities can help to develop best practices.*

*Cities making residential expansion proposals should describe whether any of the following social outcomes are worse for communities of color in their jurisdiction than their white counterparts: transportation, housing, jobs, and parks (for a more complete description of these outcomes, please reference the [2015 Equity Baseline Report](#)). Cities should also describe how they meaningfully engage diverse communities in their planning processes (not exclusively for the urban reserve concept plan), how the identified disproportionate outcomes and engagement practices influence plans and community outcomes and how they measure or track the distribution of benefits and burdens of plans and policies across populations.*

**Cities submitting proposals for residential UGB expansions should include the following in their proposals (due on May 31, 2018 for consideration in the 2018 decision):**

- A proposal narrative addressing the Title 14 code sections (3.07.1425 (d) 1-5) that are described

in this guidance document (limit to 15 pages, not including the attachments listed below)

- An adopted resolution from the city's governing body in support of the expansion proposal
- A resolution or other formal action from the city's governing body adopting or accepting a concept plan for the proposed UGB expansion area
- The adopted or accepted concept plan for the urban reserve area
- Findings of fact and conclusions of law that demonstrate that the concept plan for the urban reserve complies with Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan.
- A map of the proposed expansion area (if smaller than the area described in the concept plan)
- Agreements with the county and service districts for the concept plan area as required in Metro Code Title 11 (Planning for New Urban Areas)
- Written confirmation from DLCD that the state has acknowledged the city's housing needs analysis
- Any other supporting materials that demonstrate the city's commitment to facilitating the development of needed housing or achieving regional desired outcomes

Materials following this page were distributed at the meeting.





## HATHAWAY LARSON

Koback · Connors · Heth

November 2, 2017

### **VIA HAND DELIVERY**

Metro Council  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Re: Draft Metro Solid Waste Innovation & Investment Program Proposal

Dear Council President and Members of Council:

This firm represents Resource Recovery Systems, LLC (“Resource Recovery Systems”) and Environmentally Conscious Recycling, Inc. (“ECR”). We are submitting this letter in response to the above-referenced draft Metro Solid Waste Innovation & Investment Program Proposal (the “Proposal”) you discussed at your October 31, 2017 work session. My clients are very concerned about the Proposal because it appears from our recent public records request that it is being created and fast-tracked to provide a financial advantage to a single solid waste facility operator, CORE Recycling (“CORE”), who is pursuing a new Metro-licensed dry waste facility (“MRF”), with the intention of expanding into a wet waste transfer station by early 2018, in close proximity to ECR’s existing MRF located at 12409 NE San Rafael. Although we raised our concerns about the Proposal with Metro staff, we do not believe that staff is adequately considering or conveying these concerns to the Metro Council. As a result, we feel compelled to relay our concerns directly to Metro Council.

**1. Metro emails demonstrate that the Proposal was initiated by CORE and appears to have been expedited to accommodate CORE’s new project.**

Shortly after learning about the Proposal, we filed public records requests to get a better understanding of the impetus and purpose for the Proposal. The records we received in response to these public records requests demonstrate that the Proposal was initiated at the request of CORE and is being expedited to accommodate CORE’s new project. We attached copies of the relevant emails and documents to this letter as Exhibit A and will summarize the significant portions of those documents.

In February of 2017, CORE’s Vice President Alando Simpson sent a series of emails to Paul Slyman, Metro’s Director of Property and Environmental Services, requesting a meeting with Metro staff to discuss a new “concept.” Subsequent emails demonstrate that the purpose for the meeting

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(503) 303-3101 main

November 2, 2017

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was to discuss “land, investment/financial support and project development” related to CORE’s proposed new facility.

It appears that Metro staff met with CORE on March 14, 2017. On March 15, 2017, Tim Collier, Metro’s Director of Finance and Regulatory Services, sent CORE an email requesting detailed information regarding CORE’s financial needs for its new proposed facility. Metro staff appears to have requested information about CORE’s financial needs for the new project so it could factor those specific needs into this new grant program.

On April 12, 2017, Mr. Slyman sent an email to other Metro staff discussing funding options and included a copy of a draft outline for the Metro Solid Waste Innovation & Investment Program Proposal. Mr. Slyman’s email specifically notes that “Alando’s go/no-go is July 1 and has asked if there is any action Metro can consider by then, either as a ‘pilot’ or outside the confines of this project plan.” Since that time, CORE’s project has been delayed and is now looking at dates in early 2018.

At the April 25, 2017 Metro Council work session, Metro staff introduced the concept of the Proposal and requested Council direction for moving forward with this new grant program. During that presentation, Metro staff described the purpose of the grant program as a tool to facilitate new technologies or innovations that will address unserved needs or services in the regional waste management system. Metro staff did not mention CORE’s new proposed facility at that work session.

Subsequent to the April 25 work session, it appears from the emails that Metro staff regularly communicated with CORE about the status and timeline for the Proposal. In an August 10, 2017 email from Mr. Slyman to Mr. Simpson, Metro staff provided CORE a detailed description of the Proposal milestones and estimated dates for completion, noted that Metro staff is “moving quickly to develop program goals, criteria, implementation details, and more” and indicated that Metro may attempt to expedite the Metro Council approval process in order to “make funds available this fiscal year.”

In a series of internal emails, dated September 27 and 28, 2017, Metro staff expressed concerns about ECR and other industry constituents raising questions about the connection between the Proposal and CORE’s new proposed facility. As you know, Metro staff sent the Metro Council Office an email on September 28, 2017 addressing these concerns. Notably, the email made no mention of the fact that CORE’s proposal was the impetus for the Proposal or that CORE has been working closely with Metro staff on it since February of 2017.

These emails demonstrate two important facts. First, it was CORE who initiated the concept of a grant program in order to provide financial assistance for CORE’s new proposed facility. Second, Metro staff has been communicating and coordinating closely with CORE regarding the development and implementation of the Proposal and appears to be expediting the process to accommodate CORE’s schedule.

**2. Metro staff does not appear willing to consider or convey our concerns about the Proposal to Metro Council.**

While Metro staff has been coordinating and working closely with CORE regarding the Proposal, they have not sought any input from my clients nor did they convey our concerns about the Proposal to the Metro Council. Metro staff indicated that they interviewed several industry representatives to get their input and feedback on the Proposal. As the Council knows, ECR is a major player in the recycling business and is on the cutting edge of new industry innovations. And yet Metro staff never contacted ECR about the Proposal to seek their input. My clients learned about the Proposal through their own due diligence.

Metro staff did not provide my clients an opportunity to comment on the Proposal until October 18, 2017, when staff advised industry representatives that Metro Council would be considering the Proposal at its October 31, 2017 work session. Metro staff required my clients and other industry representatives to submit their written comments by October 24, 2017, a mere five business days after the public notice. Hardly sufficient time to review and comment on such a significant proposal.

Nonetheless, Resource Recovery Systems and ECR submitted written comments by the October 24 deadline. We raised a number of concerns and questions about the Proposal, including the lack of sufficient time to review and comment on the Proposal, the lack of a requirement that the grant money be used for new technologies or innovations, the need to consider loans as opposed to grants, ambiguity with respect to the factors that will be used to determine if a project will advance racial diversity, equity and inclusion in the regional solid waste system, and that Metro should wait until the new Regional Waste Plan is adopted before it adopts the Proposal. We are aware of other industry representatives who submitted written comments with similar concerns about the Proposal.

In response to our written comments, Metro staff advised us that they “will be sharing the themes of input we received from stakeholders like yourself, but not the specific comments from each person who responded to our solicitation of input.” See Exhibit A. Metro staff did not explain why they were not providing the specific written comments they received to the Metro Council at this time. Why would Metro staff solicit public comments on the Proposal for purposes of the October 31 work session if they never intended to provide those comments to Metro Council?

More importantly, Metro staff did not share our comments or themes with the Metro Council at the October 31 work session. Metro staff briefly mentioned that some industry representatives raised concerns about the Proposal, but they did not describe or discuss any of those concerns. We attached our written comments on the Proposal to this letter so that Metro Council is aware of our questions and concerns.

Metro staff also appeared to shift the focus of the Proposal at the October 31 work session. When Metro staff originally raised this concept at the April 25 work session, they advocated it as a grant program designed to facilitate new technologies or innovations that will address unserved needs or services in the regional waste management system. At the October 31 work session, there was very little focus or discussion regarding new innovations or technologies to improve the system. Most of the focus was on implementing Metro’s Diversity, Equity and Inclusion (“DEI”) goals. My

November 2, 2017

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clients support the DEI goals and pride themselves on their diverse workforce, including many people of color and individuals recovering from alcohol and drug addiction, but we are concerned about this shift in focus from the original purpose of the Proposal and it raises more questions about the overall program.

### **Conclusion**

My clients support the concept of a financial assistance program designed to facilitate new technologies or innovations that will address unserved needs or services in the regional waste management system, but it has to be designed to provide equal opportunities for all parties in the industry. Given that Metro staff appears to have initiated the Proposal to assist a single facility operator, is coordinating closely with that operator and is attempting to expedite the process to accommodate that particular operator's schedule for a new project, we are very concerned that the Proposal is being designed to provide only select parties this opportunity. Metro should not adopt a grant program that favors certain industry parties and gives those parties unfair competitive advantages. Metro needs to ensure that such a grant program is available to all affected parties and that all affected have the same opportunities to utilize it.

To ensure the integrity of the process, at a minimum Metro Council should slow the process down to make sure that all affected parties have an opportunity to review and have input on the Proposal. The Proposal is a substantial grant program that would include up to \$3,000,000 annually in grant money. If the Proposal is going to be successful, it needs to be carefully crafted and provide opportunities for input from all affected parties. There is no legitimate reason to rush to adopt it by year end.

We appreciate your consideration of our comments and look forward to discussing this issue with you in greater detail.

Very truly yours,

HATHAWAY LARSON LLP



E. Michael Connors

EMC/mo

Enclosures

cc: Resource Recovery Systems, LLC  
Environmentally Conscious Recycling, Inc.

**Pam Welch**

---

**From:** Paul Slyman  
**Sent:** Tuesday, February 21, 2017 5:01 PM  
**To:** Alando Simpson  
**Subject:** RE: Phone call

I've asked Roy, Shane, Tom, and Kendall to be present. Gina can help you find my office through the maze.

-----Original Message-----

**From:** Alando Simpson [mailto:alandosimpson@cityofrosesdisposal.com]  
**Sent:** Tuesday, February 21, 2017 4:59 PM  
**To:** Paul Slyman  
**Subject:** RE: Phone call

No problem.

Just let me know the which room number to meet you in and I will be there at 3:30

Alando Simpson, LEED(r) Green Associate  
Vice President  
City of Roses Disposal & Recycling | CORE Recycling p. 503-285-9940 f. 503-249-5096 c. 503-522-2933 w.  
www.cityofrosesdisposal.com

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-----Original Message-----

**From:** Paul Slyman [mailto:Paul.Slyman@oregonmetro.gov]  
**Sent:** Tuesday, February 21, 2017 4:57 PM  
**To:** Alando Simpson <alandosimpson@cityofrosesdisposal.com>  
**Subject:** RE: Phone call

Yes! 3:30 - 4:00 would be great; my office okay for you? I'd like to bring a few staff too. Thanks.

-----Original Message-----

**From:** Alando Simpson [mailto:alandosimpson@cityofrosesdisposal.com]  
**Sent:** Tuesday, February 21, 2017 4:54 PM  
**To:** Paul Slyman  
**Subject:** RE: Phone call

Meeting with Councilor Stacey tomorrow at 2:30 and President Hughes at 4:00pm... There will be that hour gap from 3-4 if you want me to stop by.

Alando Simpson, LEED(r) Green Associate  
Vice President  
City of Roses Disposal & Recycling | CORE Recycling p. 503-285-9940 f. 503-249-5096 c. 503-522-2933 w.  
www.cityofrosesdisposal.com

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-----Original Message-----

From: Paul Slyman [mailto:Paul.Slyman@oregonmetro.gov]  
Sent: Tuesday, February 21, 2017 4:51 PM  
To: Alando Simpson <alandosimpson@cityofrosesdisposal.com>  
Subject: RE: Phone call

Lots of "Alando emails" from Council staff today! Can you come in sometime soon and give an overview of your idea(s)? Staff and I are trying to figure out how to be most helpful/responsive/etc.  
Thanks.

-----Original Message-----

From: Paul Slyman  
Sent: Friday, February 17, 2017 12:04 PM  
To: 'Alando Simpson'  
Subject: RE: Phone call

Yes. Later today is best. Your schedule?

-----Original Message-----

From: Alando Simpson [mailto:alandosimpson@cityofrosesdisposal.com]  
Sent: Friday, February 17, 2017 10:29 AM  
To: Paul Slyman  
Subject: Phone call

Mr Slyman,

Do you have time for a call today? If so let me know what works.

Alando Simpson LEED Green Associate  
Vice President  
City of Roses Disposal & Recycling | CORE Recycling P. 503-285-9940 D. 503-522-2933

**Pam Welch**

---

**From:** Paul Slyman  
**Sent:** Tuesday, February 28, 2017 3:28 PM  
**To:** Alando Simpson  
**Subject:** RE: Touching Base

Of course! Looking at next week at the earliest. Work for you?

**From:** Alando Simpson [mailto:alandosimpson@cityofrosesdisposal.com]  
**Sent:** Tuesday, February 28, 2017 9:06 AM  
**To:** Paul Slyman  
**Subject:** Touching Base

Mr Slyman,

I was hoping I could schedule some time to come see you and your team again soon (without the rushed clock) to elaborate more on my concept.

Please let me know if this will work for you guys.

Thanks!

Alando Simpson, LEED® Green Associate  
Vice President  
City of Roses Disposal & Recycling | [CORE Recycling](#)  
p. 503-285-9940 f. 503-249-5096 c. 503-522-2933  
w. [www.cityofrosesdisposal.com](http://www.cityofrosesdisposal.com)



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**Pam Welch**

---

**From:** Paul Slyman  
**Sent:** Wednesday, March 08, 2017 7:47 AM  
**To:** Alando Simpson  
**Subject:** Our meeting next week

Hi Alando—

Just FYI, I have invited quite a few others to our meeting next week; no need for you to do anything. I just didn't want you to be surprised. I have invited two property negotiators from our Parks and Natural Areas program just to help us ask the right questions or look at certain dimensions of our discussion.

Tom Chaimov—Principal SW planner

Tim Collier—CFO

Roy Brower—SW compliance manager

Tom Heinicke—Property negotiator (from Parks program)

Barb Edwardson—Property negotiator (from Parks program)

Kendall Martin—SW Communications Manager

Noah Siegel—Assistant to Martha for special projects

Pam Peck—SW Manager overseeing policy work

Hope this is helpful. If there's anything you'd like me to share with them in advance would you please let me know?

**Paul Slyman**

Director

Property and Environmental Services

Metro | [oregonmetro.gov](http://oregonmetro.gov)

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1510

**Pam Welch**

---

**From:** Paul Slyman  
**Sent:** Thursday, March 09, 2017 9:42 AM  
**To:** Alando Simpson  
**Subject:** RE: Our meeting next week

No need to elaborate further. I've pared the group back. If there's anything I can share with them in advance, please let me know.

Thanks,  
Paul

**From:** Alando Simpson [mailto:alandosimpson@cityofrosesdisposal.com]  
**Sent:** Thursday, March 9, 2017 7:45 AM  
**To:** Paul Slyman  
**Subject:** Re: Our meeting next week

Paul,

I appreciate the heads up.

I think a smaller group that would be adequate for a discussion around land, investments/financial support and project development would be more beneficial for the sake of the meeting.

Let me know if you need me to elaborate any further.

Thanks!

Alando Simpson LEED Green Associate  
Vice President  
City of Roses Disposal & Recycling | CORE Recycling  
P. 503-285-9940 D. 503-522-2933

On Mar 8, 2017, at 7:47 AM, Paul Slyman <[Paul.Slyman@oregonmetro.gov](mailto:Paul.Slyman@oregonmetro.gov)> wrote:

Hi Alando—

Just FYI, I have invited quite a few others to our meeting next week; no need for you to do anything. I just didn't want you to be surprised. I have invited two property negotiators from our Parks and Natural Areas program just to help us ask the right questions or look at certain dimensions of our discussion.

Tom Chaimov—Principal SW planner

Tim Collier—CFO

Roy Brower—SW compliance manager

Tom Heinicke—Property negotiator (from Parks program)

Barb Edwardson—Property negotiator (from Parks program)

Kendall Martin—SW Communications Manager

Noah Siegel—Assistant to Martha for special projects

Pam Peck—SW Manager overseeing policy work

Hope this is helpful. If there's anything you'd like me to share with them in advance would you please let me know?

**Paul Slyman**  
Director  
Property and Environmental Services

Metro | [oregonmetro.gov](http://oregonmetro.gov)  
600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1510

**Pam Welch**

---

**From:** Alando Simpson <alandosimpson@cityofrosesdisposal.com>  
**Sent:** Wednesday, March 15, 2017 11:21 AM  
**To:** Tim Collier  
**Cc:** Paul Slyman  
**Subject:** RE: Financial Questions

Tim, please see my responses below in red.

Let me know if you would like to see any other information on my end.

Thanks!

Alando Simpson, LEED® Green Associate  
Vice President  
City of Roses Disposal & Recycling | CORE Recycling  
p. 503-285-9940 f. 503-249-5096 c. 503-522-2933  
w. [www.cityofrosesdisposal.com](http://www.cityofrosesdisposal.com)



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**From:** Tim Collier [mailto:Tim.Collier@oregonmetro.gov]  
**Sent:** Wednesday, March 15, 2017 9:46 AM  
**To:** Alando Simpson <alandosimpson@cityofrosesdisposal.com>  
**Cc:** Paul Slyman <Paul.Slyman@oregonmetro.gov>  
**Subject:** Financial Questions

Hi Alando,

Great seeing you yesterday, thank you for taking the time to meet with us all yesterday. I have a couple of questions with regards to the financial projections you shared.

1) What is in Cost of Goods? Does this include Excise tax, system fee, scalehouse etc?

Yes... This includes, full disposal fees, transportation costs, repairs and maint

2) Do you have a range on what the capital costs are including land, structure (s) , scalehouse etc., that would be required for this project.?



These were my original projections and estimates that I have been working with lenders on

a) Land/Structures - \$4.5M

b) Improvements - \$1M

c) Equipment - \$500K

- 3) How about time lines? Once financing is approved how long do you think that it would take to get the operation running and then to run at the 45K ton breakeven number?

Operation up and running: 60 days (all we need to do is install scales) and from there we will top load to start things off

45K Break even: Waste Connections, PDR and Heiberg are all on standby. We wouldn't want to open the floodgates immediately but rather scale up safely. We will outsource all long hauling initially which is about 4 loads a day at full capacity. The thing is, the tonnages and infrastructure to move the material is there, it's probably more a question of what your guys' timeframe is, as that will be a main component to our month to month cashflow projection. The one I gave you was just a simple scenario of what the proforma would look like based on different tonnage amounts on an annual basis. Let me know if you would like to see more detailed information.

Thanks again for your time, I cc'd Paul to keep him in the loop.

Tim Collier, CPA, MBA  
Director of Finance and Regulatory Services  
Metro  
600 NE Grand  
Portland, OR 97232

503-797-1913 (O)  
503-330-6131 (Cell)

**Pam Welch**

---

**From:** Paul Slyman  
**Sent:** Wednesday, April 12, 2017 5:28 PM  
**To:** Matt Korot; Shane Abma; Tom Chaimov; Roy Brower; Michelle Bellia  
**Cc:** Tim Collier; Cinnamon Williams  
**Subject:** Project Concept for Innovation and Investment v2.0  
**Attachments:** Innovation and Investment project concept v2.0.docx

Hi all—

Wow—thanks for your quick turnaround. Really appreciate it. I've incorporated your changes and even (tentatively) switched Project Sponsor to Matt. Please see attached. Here are some other updates:

1. Kathy Rutkowski has confirmed that we still have a budget line called "Recycling Business Assistance Account" although have not had money in it "for years..."
2. Tim and I have talked about the need to bring forward a substantive budget amendment to create and fund the account. Tim believes it is best to bring the potential funding into the account when we bring the programmatic improvements forward in the summer. This gives Councilors a "big high 5" opportunity and allows them to approve the program and put \$\$ into it.
3. Shane has researched background and learned that this program is almost 30 years old, originally called the 1% for Recycling program. He has a lot more to share when we're ready.
4. Megan Gibb has briefed me on TOD program and is willing to guide our project team, share her observations. I will be receiving her program documents asap.
5. I will be asking CPCs if they want me to brief Councilors Harrington and Dirksen.
6. I will chat with Matt soon to think about PM for this and setting that person up for success.
7. Alando's go/no-go is July 1 and has asked if there's any action Metro can consider by then, either as a "pilot" or outside of the confines of this project plan. I welcome your thoughts.

In the meantime, please let me know if you have any questions,  
Paul

**REDACTED**

**NON-RESPONSIVE**

## **Draft Proposal**

### **Metro Targeted Project Investment Program**

#### **Summary**

Metro should offer targeted financial support for innovative solid waste companies seeking to address the most challenging aspects of the region's solid waste stream. In addition to increasing the reuse of solid waste, Metro can use financial support to grow employment opportunities for individuals throughout the region currently disconnected from opportunities in the solid waste industry.

#### **Goals**

A targeted project investment program could achieve the following outcomes:

- Improve the recovery and recycling of particular forms of waste, including urban wood waste from construction projects;
- Provide targeted on-the-job experiences for individuals in underserved communities or transitioning out of declining blue-collar industries or incarceration; and
- Enhance the competitiveness of small, locally-owned companies in the regional solid waste supply chain to take on innovative projects to improve recycling rates and workforce utilization.

#### **Eligible Businesses**

Disadvantaged Business Enterprises (DBEs) and certified B Corporations

#### **Eligible Projects**

Metro financing would be available to eligible businesses seeking to expand their physical capacity to help Metro achieve the above outcomes. Eligible projects include the acquisition of new land, buildings and equipment as well as improvements to existing plant and equipment, with preference given to projects in blighted or economically distressed areas.

#### **Available Financing**

Metro will provide two forms of financing:



## **1. Subordinated Debt**

**Amount:** The lesser of \$1 million or 20% of total project costs.

**Use:** Equity or subordinated financing as part of layered financing structure.

**Term:** Up to 10 years

**Rate:** 0-3% based on the cash flow requirements of the project

**Repayment:** Deferred principal payments; current interest payments may be deferred as well based on the cash flow requirements of the project. In addition, Metro will consider debt forgiveness based on certain outcomes (e.g., tonnage diverted from landfills, jobs created) but will expect to be repaid in the event of a sale of a company or the property.

**Collateral:** Metro will expect a subordinated security interest in any property and equipment being financed, or comparable collateral.

## **2. Bridge Financing**

**Amount:** 100% of acquisition costs up to \$10 million

**Use:** Interim financing to complete the acquisition of land, buildings or equipment prior to finalizing permanent financing.

**Term:** Up to 18 months

**Rate:** Market

**Repayment:** Current interest only during the term of the loan; full payment of principal and any accrued interest at maturity, generally through proceeds from permanent financing.

**Collateral:** First trust deed in any real estate and first position in any equipment acquired with Metro financing.



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

### Pre-Application Conference

|  |   |
|--|---|
| <i>Date of Pre-Application Conference:</i> | May 2, 2017   |
| <i>Time of Conference:</i>                 | 11:00 a.m.  |
| <i>Location of Conference:</i>             | Metro Regional Center room 501  |
| <i>Prospective Applicant:</i>              | City of Roses   |
| <i>Attendees:</i>                          | Alando Simpson (City of Roses), Roy Brower (Metro), Warren Johnson (Metro), and Hila Ritter (Metro) |

#### Conference Notes (prepared by Hila Ritter):

- Alando Simpson requested this meeting to discuss obtaining a solid waste facility license and/or solid waste facility franchise for a new site located at 4530 NE 138<sup>th</sup> Ave Portland, Oregon.
- Mr. Simpson explained that CORE is purchasing the property where ORS was located, and intends to relocate MRF operations from 5726 NE 109<sup>th</sup> Ave Portland, Oregon to the 138<sup>th</sup> Ave site. Mr. Simpson anticipates having ownership of the property in July of this year.
- Mr. Simpson further explained that CORE intends to transfer MRF operations to the 138<sup>th</sup> Ave site as soon as possible in July, and within months begin accepting putrescible waste and operating a transfer station.
- Mr. Simpson intends to work with Waste Connections and seeks to transport up to 45,000 tons annually to Wasco County Landfill.
- Upon transferring operations to the 138<sup>th</sup> Ave site, operations at the current site on 109<sup>th</sup> Ave would cease and the property would be sold.
- Mr. Simpson would like to continue operations with minimal interruptions and seeks authority to begin MRF operations at the 138<sup>th</sup> Ave site immediately, with the intention of meeting the requirements to operate as a transfer station within a number of months.
- Warren Johnson suggested filing a single application, the solid waste franchise application, and creating a hybrid authorization that would allow MRF operations initially and upon completion of a number of predetermined conditions, the franchise portion of the authorization (which allows putrescible waste) would come into effect and supersede dry waste MRF authorization.
- Mr. Johnson and I proposed the idea of an operation plan that evolves with the business operations, with the understanding that revised operation plans must be reviewed and approved by Metro prior to implementing operational changes at the proposed site.
- I explained the license application forms and requirements and committed to sharing links to the Metro website where examples of applications can be found.

- **Mr. Simpson described some of the construction plans and stated that Herrera Environmental Consultants will provide the engineer stamped site plans, and Mr. Johnson outlined the requirements for the site plans.**
- **Metro staff will follow up with OMA to confirm that this hybrid approach to CORE's proposed facility authorization is appropriate.**



# SOLID WASTE DISPOSAL SITE COMPATIBILITY WITH SOLID WASTE MANAGEMENT PLAN

Oregon Administrative Rules (OAR) 340-93-070 (4)(b) requires applicants for new or existing solid waste disposal sites to submit written recommendations of local solid waste planning authorities. This document is provided for your convenience. Please submit this form to the local solid waste planning authority having jurisdiction for the geographic area in which the facility is located. Then include the signed form in the DEQ Solid Waste disposal site application and submit to DEQ at the appropriate address.

☐ The proposed new or expansion of an existing solid waste disposal site **is compatible** with the local solid waste Management Plan and there **is a need** for the facility.

☐ The proposed new or expansion of an existing solid waste disposal site **is not compatible** with the local solid waste Management Plan and/or there **is no need** for the facility. Please briefly describe reasons:

*Added by Metro:*

☒ The proposed solid waste disposal site is compatible with the Regional Solid Waste Management Plan. Metro offers no opinion about the need for the facility.

CORE Recycling Transfer Station  
4530 NE 138<sup>th</sup> Avenue  
Portland, OR 97230

Metro Regional Solid Waste Management Plan  
Name of Solid Waste Management Plan

Approved by Metro Council on 7/24/08  
Effective Date

Matt Korot Metro Resource Conservation & Recycling Program Director  
Name of Solid Waste Management Authority responsible for plan implementation Title

Matt Korot 5/5/17  
Signature of Solid Waste Management Authority responsible for plan implementation Date

If you have any questions please call DEQ's Solid Waste Permits Coordinator at 503/229-5353.

**Pam Welch**

---

**From:** Matt Korot  
**Sent:** Monday, June 12, 2017 11:42 AM  
**To:** 'Alando Simpson'  
**Subject:** RE: Metro investment program

Let's make it 11:30. See you then.

**From:** Alando Simpson [mailto:alando@cityofrosesdisposal.com]  
**Sent:** Friday, June 09, 2017 5:15 PM  
**To:** Matt Korot  
**Subject:** RE: Metro investment program

How about 11 or 11:30 on the 28<sup>th</sup>?

Alando Simpson, LEED® Green Associate  
Vice President  
City of Roses Disposal & Recycling | [CORE Recycling](#)  
p. 503-285-9940 f. 503-249-5096 c. 503-522-2933  
w. [www.cityofrosesdisposal.com](http://www.cityofrosesdisposal.com)



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**From:** Matt Korot [mailto:Matt.Korot@oregonmetro.gov]  
**Sent:** Friday, June 9, 2017 4:35 PM  
**To:** Alando Simpson <alando@cityofrosesdisposal.com>  
**Subject:** Metro investment program

Hi Alando,

Paul mentioned that you are interested in an update on the status and timeline of our work to develop an investment program for Council's consideration. The earliest that Kevin and I could have some information to share with you would be the last week of June. Do you have any time to meet on either Wednesday, June 28 or Friday, June 30? Thanks.

Matt



**From:** [Hila Ritter](#)  
**To:** [Roy Brower](#)  
**Cc:** [Kevin Six](#); [Warren Johnson](#)  
**Subject:** draft email for PS to send to Council re: CORE  
**Date:** Thursday, September 28, 2017 1:04:15 PM

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Roy – here is a draft email for Paul to send to Council regarding CORE. This is a compilation of efforts from Warren, Kevin and I – and now it's your turn!

Good afternoon Councilors,

I am writing to let you know about a new solid waste facility license application that Metro recently received from Alando Simpson, owner of CORE Recycling. As you know, CORE currently operates a Metro-licensed dry waste recovery facility (MRF) located at 5726 NE 109th Ave in Portland. CORE Recycling has recently applied to DEQ and Metro for authorization to open a new dry waste MRF at 4530 NE 138th Ave in Portland. This site was previously used by Oregon Recycling Systems as a processing facility for curbside recyclables. Oregon Recycling Systems closed in mid-2016, and the site has not been actively used since that time. CORE now seeks to purchase the NE 138<sup>th</sup> site and move its dry waste recovery operations from its currently-licensed facility to this NE 138<sup>th</sup> site – relocating the operation requires a new Metro license and DEQ permit.

CORE has also expressed interest in receiving and transferring wet waste at this new site at some point in the future, which would require a Metro transfer station franchise. CORE will likely apply to become a transfer station franchise in early 2018.

CORE applied for a new DEQ MRF permit earlier this year. DEQ held a 35-day public comment period, which closed last week, to solicit input on the application and proposed permit. DEQ received three comments opposing the proposed MRF operation and raising general concerns about the facility. DEQ has not yet drafted a response to those comments or made a decision on the permit.

On September 15, CORE submitted a license application to Metro, but the application was deemed to be incomplete due to missing and insufficient information. Based on the comments that DEQ received and recent public records requests submitted to Metro, it is apparent that some industry competitors are generally opposed to the proposed operation and will closely monitor the matter as it develops. The public records requests that Metro received up to this point are seeking documents related to the application materials submitted by CORE, whether Metro is planning to grant financial assistance to the facility, and any other internal communications about the facility. With respect to financial assistance considerations, Metro staff are in the final stages of drafting a proposal for an Innovation and Investment program that would provide a framework for Metro to invest in private-sector efforts that advance waste prevention and markets for reusable and recyclable materials, while advancing Metro's progress toward its Diversity, Equity, and Inclusion (DEI) goals. Staff will bring this proposal to you at the October 31<sup>st</sup> Council work session. As this program is currently only proposed, there is no framework in place to apply for funding and staff have not promised funds to any facility. Nonetheless, the rumor mill has a way of turning, and I want to ensure that you are prepared for questions that may come from your constituents.

I hope that this information is helpful. Please do not hesitate to contact Roy Brower or me if you have any questions about this matter. Thanks.



**From:** [Paul Slyman](#)  
**To:** [Council Office Staff](#); [GAPP](#)  
**Cc:** [Martha Bennett](#); [Sarah Erskine](#); [Scott Robinson](#); [PES Core Managers](#); [Hila Ritter](#); [Warren Johnson](#); [Tim Collier](#); [Kevin Six](#); [Shane Abma](#); [Molly Vogt](#); [Molly Chidsey](#); [Marta McGuire](#); [Scotty Ellis](#)  
**Subject:** CPC Info | SW Facility Application  
**Date:** Thursday, September 28, 2017 4:39:13 PM

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Good afternoon Council Office Staff,

I apologize for sharing yet another solid waste update, but I have been informed that several of you are starting to hear about this from your Councilors and constituents and I thought you would appreciate a more comprehensive picture. Please feel free to forward all or part of this to your Councilor if you find it helpful.

On September 15, 2017, Metro received a solid waste facility license application from Alando Simpson, owner of City of Roses Environmental, for authorization to open a new dry\* waste recovery facility at 4530 NE 138th Ave in Portland. As you may recall, City of Roses Environmental currently operates a Metro-licensed dry waste recovery facility (MRF) located at 5726 NE 109th Ave in Portland. The proposed site, previously used by Oregon Recycling Systems as a processing facility for curbside recyclables, closed in 2016, and has not been actively used since. City of Roses Environmental seeks to purchase this NE 138<sup>th</sup> site and move its operations. Hence the need for a new Metro license and DEQ permit.

Parallel to our process, City of Roses Environmental also applied for a new DEQ permit earlier this year. DEQ held a 35-day public comment period, which closed last week, and received three comments **opposing** the proposed operation and raising general concerns about the facility. DEQ has not yet drafted a response to those comments nor made a decision on the permit. City of Roses Environmental's application to Metro was deemed to be incomplete due to missing and insufficient information, and we are awaiting resubmittal.

Metro has received at least two public records requests about City of Roses Environmental in the past month. Industry competitors have phoned me over the past week and are concerned that a City of Roses operation will negatively affect their market share, and that Metro should not be "giving away money" to a competitor. With respect to "giving away money" comments, Metro staff are carrying out Council direction and drafting a proposal for an Innovation and Investment program. Such a program, modeled on previous Metro programs, would provide a framework to invest in private-sector efforts that promote waste reduction and markets for reusable and recyclable materials, while advancing Metro's Diversity, Equity, and Inclusion goals. Staff will bring this proposal to Council at the October 31<sup>st</sup> Council work session for feedback and guidance.

\*Dry waste (drop boxes, construction loads, etc) is not subject to Metro tonnage allocations (formerly called "tonnage caps"). While it's not part of this application, City of Roses Environmental has also expressed interest in receiving and transferring wet waste (i.e. compacted garbage) at this new site at some point, which would require a Metro transfer station franchise and consideration of a wet waste tonnage allocation.

I hope that this information is helpful. Please do not hesitate to contact Roy Brower or me if you have any questions.

Best,  
Paul

**Paul Slyman**  
Director  
Property and Environmental Services

Metro | [oregonmetro.gov](http://oregonmetro.gov)  
600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1510

## Mike Connors

---

**From:** Matt Korot <Matt.Korot@oregonmetro.gov>  
**Sent:** Tuesday, October 24, 2017 8:23 AM  
**To:** Mike Connors  
**Cc:** Kevin Six; Paul Slyman; Shane Abma  
**Subject:** RE: Draft Metro Solid Waste Innovation & Investment Program Proposal - Resource Recovery Systems, LLC's Comments

Mr. Connors,

Thank you very much for the thoughtful input. The purposes of the upcoming work session are for Council to provide input on the content of the draft proposed program and direction on whether staff should return to Council with proposed code language to implement the program. Given that, Kevin, Paul Slyman and I will be sharing the themes of input we received from stakeholders like yourself, but not the specific comments from each person who responded to our solicitation of input. If Council directs staff to proceed with amending the code, there will be an opportunity to provide testimony at the public hearing and/or submit your comments into the record. I'll let you know if Council provides a significant change in direction at the Oct. 31 work session. If not, then you will have an additional five weeks or so to review and finalize your comments on the program approach before the public hearing that is tentatively scheduled for Dec. 7, 2017.

Matt Korot

Resource Conservation & Recycling Program Director  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736  
503-797-1760

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**From:** Mike Connors [mailto:mike@hathawaylarson.com]  
**Sent:** Monday, October 23, 2017 4:50 PM  
**To:** Matt Korot; Kevin Six  
**Subject:** Draft Metro Solid Waste Innovation & Investment Program Proposal - Resource Recovery Systems, LLC's Comments

Mr. Six and Mr. Korot,

This firm represents Resource Recovery Systems, LLC ("Resource Recovery Systems"). Resource Recovery Systems is submitting the attached comments on the above-referenced draft Metro Solid Waste Innovation & Investment Program Proposal (the "Proposal"). Resource Recovery Systems is concerned about several aspects of the Proposal and requests that the Metro Council not adopt the Proposal until these important issues can be adequately addressed and clarified. Please provide our written comments to the Metro Council prior to their October 31 work session. If you have any questions, please do not hesitate to contact me. Thanks, Mike

**E. Michael Connors**  
**Partner**



**Hathaway Larson LLP**

1331 NW Lovejoy St., Suite 950

Portland, OR 97209

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Email: [mike@hathawaylarson.com](mailto:mike@hathawaylarson.com)

Website: [www.hathawaylarson.com](http://www.hathawaylarson.com)

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by *Chambers USA* in Real Estate: Zoning/Land Use  
Selected to "Oregon Super Lawyers" in Land Use/Zoning  
Selected to "Best Lawyers in America" in Land Use/Zoning Law



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## HATHAWAY LARSON

Koback · Connors · Heth

October 23, 2017

### VIA EMAIL

Kevin Six  
Metro  
600 NE Grand Avenue  
Portland, OR 97232  
Kevin.Six@oregonmetro.gov

Re: Draft Metro Solid Waste Innovation & Investment Program Proposal

Dear Mr. Six:

This firm represents Resource Recovery Systems, LLC ("Resource Recovery Systems"). Resource Recovery Systems is submitting the following comments on the above-referenced draft Metro Solid Waste Innovation & Investment Program Proposal (the "Proposal"). Resource Recovery Systems is concerned about several aspects of the Proposal and requests that the Metro Council not adopt the Proposal until these important issues can be adequately addressed and clarified.

#### **1. Metro did not provide adequate time for public input and comments.**

Metro staff did not advise Resource Recovery Systems and other affected parties of the Proposal until October 18, 2017, less than two weeks before the Metro Council October 31, 2017 work session in which it is scheduled to consider the Proposal. Metro staff is requiring all parties to submit their written comments by October 24, 2017, a mere five business days after the notice.

Such a short amount of time to review and comment on such a significant new program is not adequate. This new grant program will likely have significant impacts on the regional waste management system and existing operators. Five business days to comment and discuss such a significant program is not sufficient. Nor is it necessary to rush the process. The Proposal does not identify any urgent need for this program or explain why Metro should adopt it on such an expedited schedule.

Before adopting a new program that will likely have significant impacts on the regional waste management system and existing operators, Metro Council should take the time to allow for a more robust public process and make the necessary revisions or adjustment to the Proposal. The current process does not provide any meaningful opportunity for consideration of public comments and input.

**E. Michael Connors**  
1331 NW Lovejoy Street, Suite 950  
Portland, OR 97209  
[mike@hathawaylarson.com](mailto:mike@hathawaylarson.com)  
(503) 303-3111 direct  
(503) 303-3101 main

**Exhibit B**

**2. The Proposal does not limit the grants to new technologies and/or innovations designed to satisfy an unserved need in the regional waste management system.**

Although the Proposal claims that it is designed to encourage new technologies or innovations that will address unserved needs or services in the regional waste management system, it does not limit the grants to these types of projects. Neither the eligible applicants nor the eligible projects require that the grant money be used for new technologies or innovations that are missing or will address underserved needs or services in the waste management system. To the contrary, the Proposal provides that the program “*may include an additional criterion that gives priority to applications that address a specific identified need in the region.*” Proposal, p.3. (Emphasis added).

If the purpose for the Proposal is to encourage new technologies and innovation to improve the overall waste management system, the grant money must be limited to those projects that propose new technologies or innovations intended to address an underserved need in the region. It must be more than a mere aspiration or possible criteria – the Proposal must include this critical requirement as a mandatory criteria from all recipients.

If Proposal does not include this requirement as a mandatory criteria, the grant money could be used for a project that does not address any specific public need in the regional waste management system and gives an unfair advantage to grant recipients. If the grant money was used to start projects that propose to use substantially the same technology or system as current operators, it would simply divert tonnage and undermine those existing facilities by providing the new project a significant financial advantage. Metro should not adopt a Proposal that would give unfair advantages to new operations and undermine existing operations.

**3. Metro should provide loans as opposed to grants.**

While Resource Recovery Systems understands that it may be difficult for an operator to obtain financing for a new technology or innovation that has not yet been tested in the market, Metro can address that issue by providing low interest loans for these types of projects as opposed to grants. These loans can be used to enable these new projects to get started and will ensure that the recipient has a more invested interest in the success of the project. If the project is successful, there is no reason why the operator should not be required to pay back the loan.

By providing these new projects with grants, that are not required to be paid back regardless of how financially successful the project turns out to be, Metro will be giving these select parties a significant unfair competitive advantage over other operators. Metro should not adopt a proposal that gives such an unfair competitive advantages to certain parties.

**4. The Proposal is unclear regarding the role or criteria for determining racial equity, diversity and inclusion.**

The Proposal repeatedly states that it is intended to advance racial diversity, equity and inclusion in the regional solid waste system, but it fails to define how it will achieve these goals. Racial diversity, equity and inclusion is not listed as a criteria for either eligible applicants or eligible projects. There is no explanation in the Proposal about what factors or criteria Metro will use to determine if a project will advance racial diversity, equity and inclusion in the regional solid waste

October 23, 2017

Page 3

system. This ambiguity leaves a number of unanswered questions that need to be resolved before the Metro Council adopts the Proposal.

Will the racial diversity, equity and inclusion factor focus on the community that will be served by the project or the operator proposing the project? If the former, what criteria will Metro use to make that determination? If the later, what criteria will Metro consider to determine if the operator is advancing racial diversity, equity and inclusion – the owners of the project or the diversity of the project employees? Resource Recovery Systems prides itself on utilizing a facility that has people of color and individuals recovery from alcohol and drug addiction. Will the grants be limited to new operators not currently providing services in the regional solid waste system or are existing operators eligible as well? Are there particular projects or proposals that have been made to Metro that are the impetus for this Proposal? These important questions needs to be answered and clarified before Metro can adopt the Proposal.

**5. Metro should wait until it adopts the new Regional Waste Plan.**

The Proposal does not explain how it is consistent with the existing Regional Waste Plan. Instead, the Proposal provides that it “will seek projects that are consistent with the goals and objectives of the *forthcoming* Regional Waste Plan \* \* \*.” Proposal, p.2. (Emphasis added).

If the Proposal intends to seek projects that are consistent with the goals and objectives of the new yet-to-be-adopted Regional Waste Plan, Metro should wait until the new Regional Waste Plan is adopted before it adopts the Proposal. This type of significant program, which could have substantial impacts on the existing waste management system, should be considered as part of the broader framework of the new Regional Waste Plan.

We appreciate your consideration of our comments. If you have any questions, please do not hesitate to contact me.

Very truly yours,

HATHAWAY LARSON LLP



E. Michael Connors

EMC/mo

cc: Resource Recovery Systems, LLC





**Environmentally Conscious Recycling, Inc.**

**Attn: Kevin Six  
Metro  
600 NE Grand Avenue  
Portland, OR 97232  
(503) 797-1672  
Kevin.Six@oregonmetro.gov**

**October 23, 2017**

**Re: Concerns and Comments on Draft Metro Solid Waste Innovation & Investment Program Proposal**

**Dear Kevin;**

**Environmentally Conscious Recycling (ECR) is concerned about this draft proposal because it contains many ambiguities that need to be clarified before we and others can and we ask for clarification.**

**In the draft proposal there are the below references:**

**"This program is intended to help fill gaps in financing necessary for the system to provide additional waste reduction services that may introduce financial or technological risks"**

**When we talk about gaps in the system what specifically are we talking about or trying to address? Are we talking about adding another MRF in a system that is not even close to being at capacity? In order to ensure that these grants are going to waste reduction services that are not being adequately served, the draft proposal should clarify that the program funds are limited to these types of services and will not be used to help fund another MRF or similar facility that is not currently at capacity.**

**While we appreciate the goal of supporting racial equality, diversity and inclusion, it is important to note that people of color are already operating a facility that is not at capacity. Additionally, ECR is completely dedicated to hiring people of color and at risk people such as recovered alcoholics and drug addicts that have limited opportunities in this industry. Metro has already made significant strides in filling the racial equity gap, in particular in the Northeast Portland - Gresham areas.**

**If the program is not clarified to ensure that these grants, which are free money that give the recipients a significant advantage over competitors, and go to a MFR or similar non-innovative service could led to accusation of collusion and predatory activity.**

**P.O. Box 20096 Portland, OR 97294 (503) 253-0867 Fax (503) 253-1902**



**"Creating economic opportunities, including quality jobs, career entry and advancement, and contract and business opportunities in the solid waste system."**

**Can you clarify that this is for only new start-up technology that does not currently exist in the Metro solid waste system? If not and it is intended to allow for new facilities to be opened to provide services that are already widely available, that would be patently unfair and undermine the overall system. If a new facility was to open and pull flow away from existing facilities, existing facilities would have to reduce personnel and would then negate employment opportunities.**

**ECR already serves at risk people, including employing people of color and individuals recovering from drug and alcohol addiction. ECR current staff consists of 45% of individuals of color and additional 30% of people recovering from addiction. ECR believes in investing in people who might not be given a chance elsewhere. Jobs are so critical for individual self-esteem and feeling a part of. This program could put these much needed opportunities at risk. There are only so many tons currently in the system. Giving one company a \$500,000.00 a year grant, essentially free money, gives them an unfair advantage and makes no sense. A MRF could open, buy equipment, fail and pocket the money after selling the equipment.**

**If a scenario would arise through this program where a MFR is built in an over served area, there would be unintended circumstance. For example, Recology opened on Foster road with their own money and had to close due to lack of tons. If a MRF was to open up near ECR for example, which is operating currently at 60% capacity, and none of the other MFRs in the area are turning tons away, there could be the same result as the Recology exercise because there is a finite amount of tons in that area.**

**To be clear, ECR is not opposed to other companies wanting to open in the area. However, a subsidized facility with free grant money would give them an unfair advantage and could give the appearance of predatory practices and collusion in order to intentionally hurt the current facilities. These grants should be only for new innovative technology, not for existing successful businesses.**

**People that might need financial help could get low interest loans from Metro, but at least would have skin in the game and have to make payments like everyone else in private facilities have had to do.**

**For filling any gaps what would the accountability be from the recipients specifically? Would there be performance goals? What is the remedy for not reaching required performance?**

**Given all of these ambiguities and unanswered questions, which could have serious impacts on the success of any such program, Metro needs to provide more than 5 working days to comment on such a significant program.**

**With this short timeline, how will this program be advertised to all citizens in the region so they can apply? What is the application process going to be? How much time will people have to do research and development before the application time runs out? What is Metro's definition race? Which ethnic groups will eligible and which will be excluded?**

**Respectfully Submitted,**

**Vince Gilbert**

**&**

**Vern Brown**





Metro



# Parks and Nature Annual Report

November 2017





Metro



# Five more years of levy funding





Metro



# Restoration and maintenance



**1 million  
native plants  
in the ground  
last winter**



**Metro**





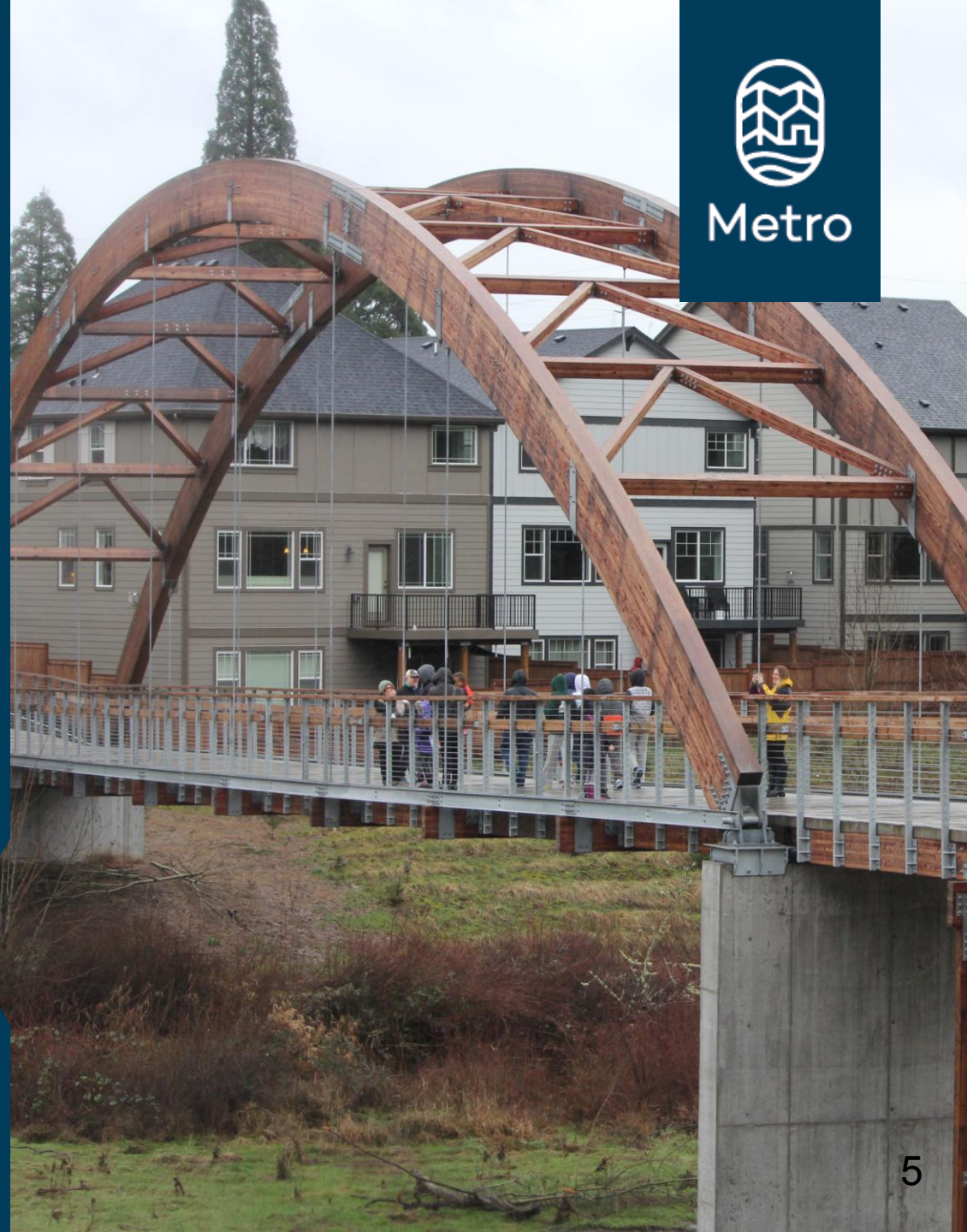


# Access to nature

# Orenco Woods Nature Park



Metro





# Farmington Paddle Launch



Metro





# Willamette Falls



Metro



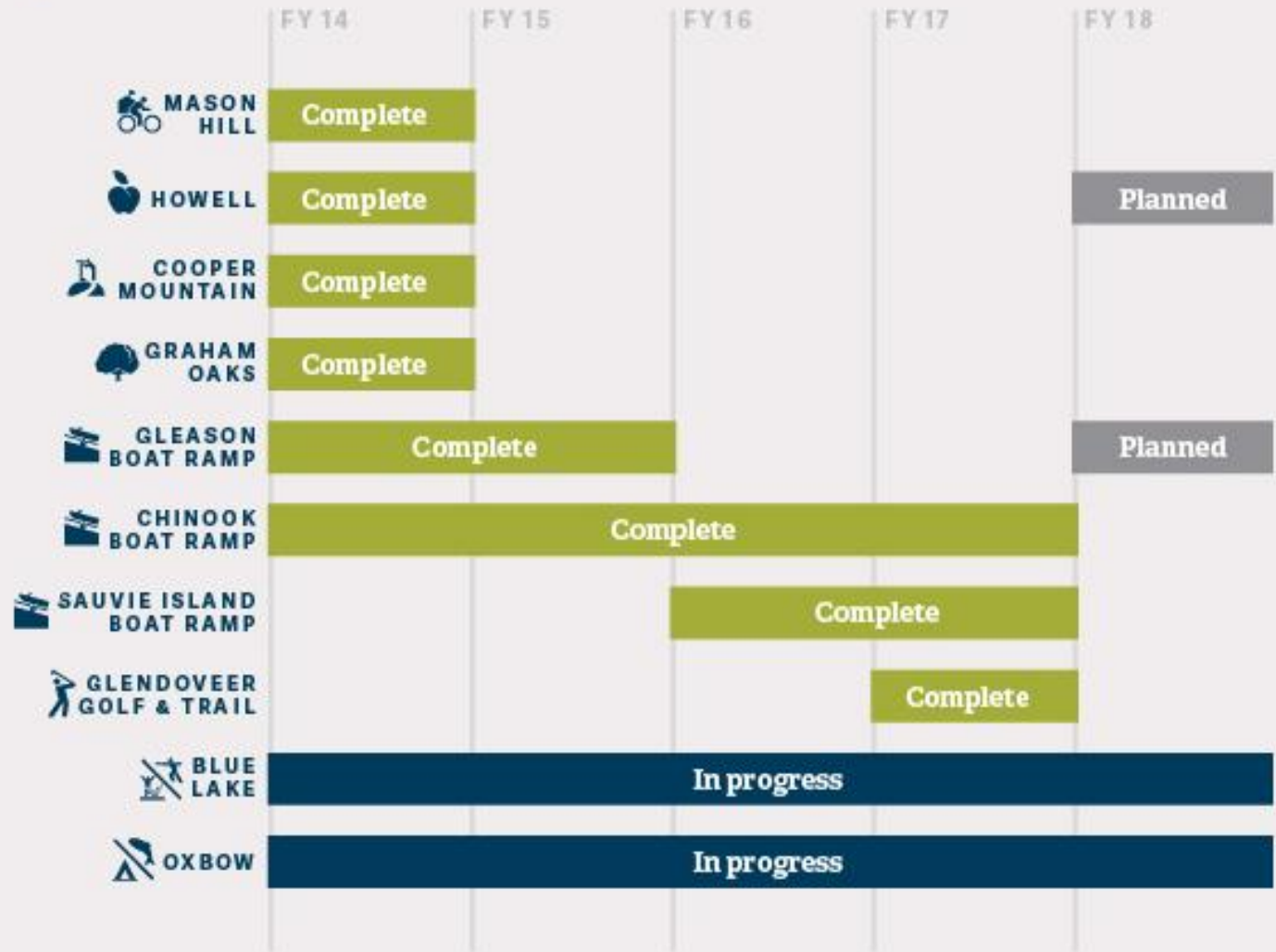
**35**  
PROJECTS  
COMPLETED

**4**  
PROJECTS  
UNDERWAY

**4**  
PLANNED FUTURE  
PROJECTS

**NOTE:**  
Some parks have multiple projects. One planned future project is to improve online picnic reservations, though the project is not tied to an individual park location. One project that would have renovated offices at Blue Lake has been postponed due to budget constraints. Another project for Smith and Bybee Wetlands improvements has been postponed due to staff capacity.

## Project sites



# Park improvements



# New dock at Sauvie Island Boat Ramp



Metro





Metro

## Nature education

FY 2017



6,479

Youth participants  
in conservation  
education programs



6,155

Total hours Youth  
Ecology Corps

## Volunteers

FY 2017



12,325

Total volunteer hours  
at parks and natural areas



35

Sites where  
volunteers worked  
Target = 33 sites

# Nature education and volunteering



**Parks, zoo  
team up to  
turn foliage  
into food**

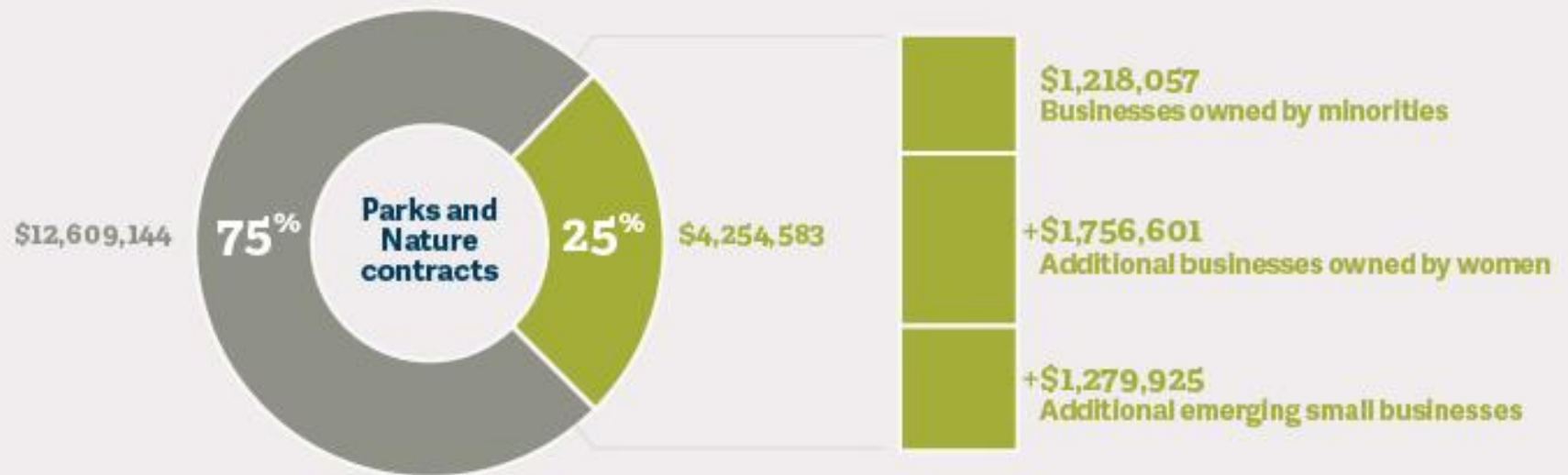


**Metro**





Metro



# Diversity, equity and inclusion



# Partners in Nature – more than a dozen unique collaborations



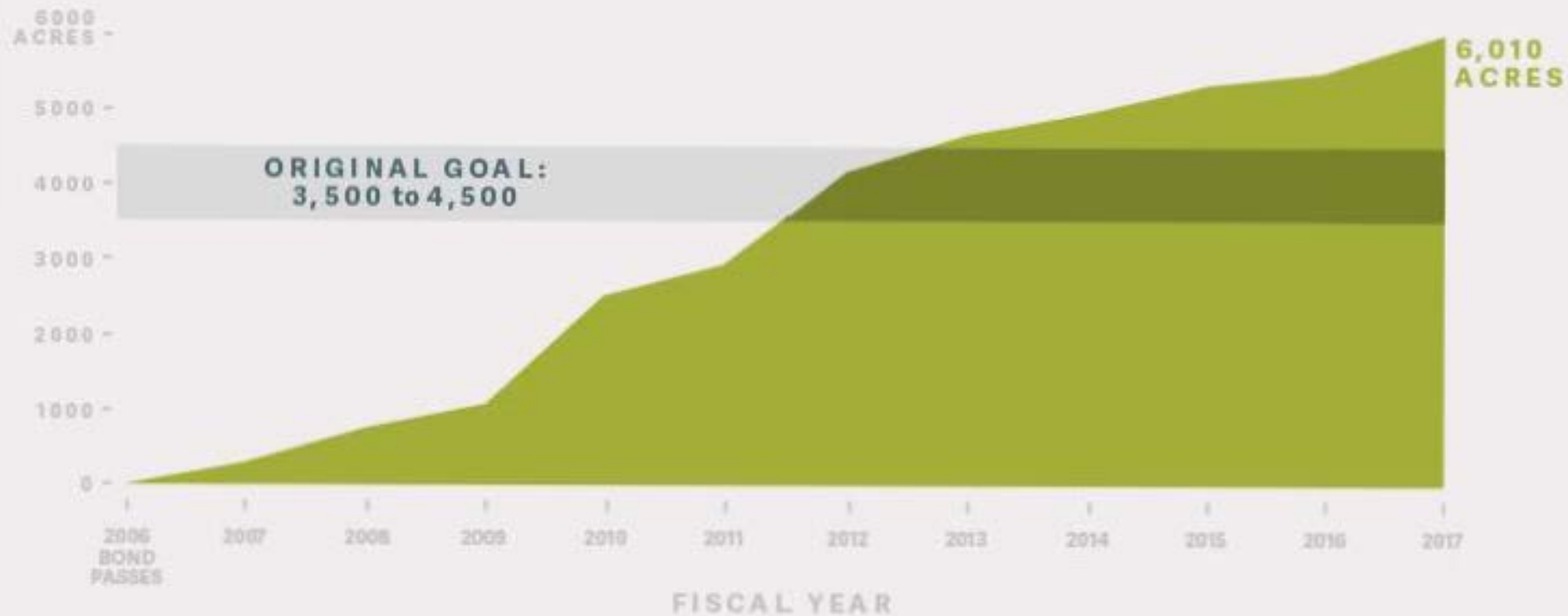
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# Land preservation



Metro

In Wilsonville,  
new natural  
area features  
Missoula  
Floods history





Metro

## Burials

FY 2017

↑  
142

Casket and urn burials

## Burial purchases

FY 2017

↑  
39

Advance purchases  
Burial rights

## Volunteer hours

FY 2017

⌚  
2,708

Total volunteer hours  
at cemeteries

# Historic cemeteries



# Tour of Untimely Departures



Metro



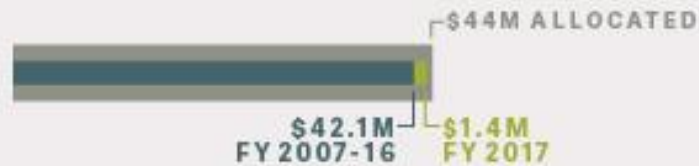


Metro

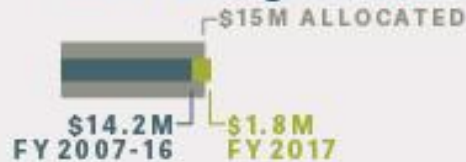
### Land acquisition\*



### Local share



### Nature in Neighborhoods capital grants\*\*



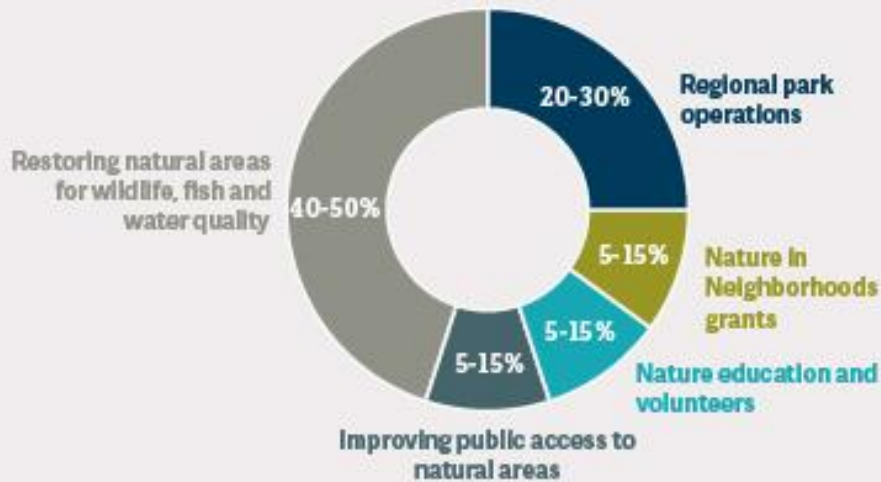
# 2006 natural areas bond spending



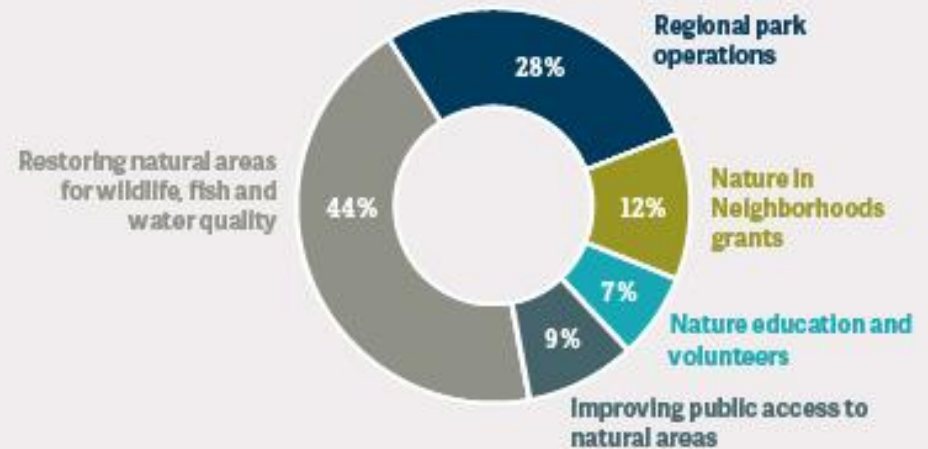


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### Promised to voters



### Actual levy spending THROUGH JUNE 2017



# Promises made, promises kept

**oregonmetro.gov**



# Equity in contracting annual report

November 2, 2017



# Equity in contracting matters

Supports sustainable economic growth

Expands economic opportunities to  
historically underserved business  
communities

Builds COBID-certified firm capacity to  
compete for public contracts

# Progress in procurement

Engagement and outreach

Workshops and training

Equity in Contracting administrative rules





# Engagement and Outreach

Metro staff attends:

- trade shows and expositions
- regular business organization meetings

Metro hosts annual open house



# Workshops and training

Businesses improve their ability to prepare responsive and competitive bids and proposals

- Workshops: 4
- FY 2016-17 awards: \$1.1 million



# Administrative rules update

## Building COBID Capacity

- Diversity scoring requirement
- COBID Marketplace
  - Personal services direct contract award up to \$50,000
  - Construction between \$5,000 and \$50,000 available to COBID firms only

# Administrative rules update

## **Subcontractor Equity Program**

- Prime contractor solicitation requirements
- Prime contractor follow-up requirements to offer real opportunities
- Prime contractor assists subcontractors

**Equity strategy discussion for larger procurements**

# By the numbers

COBID Contracts Awarded:

\$ 8,628,717 representing 15.5%

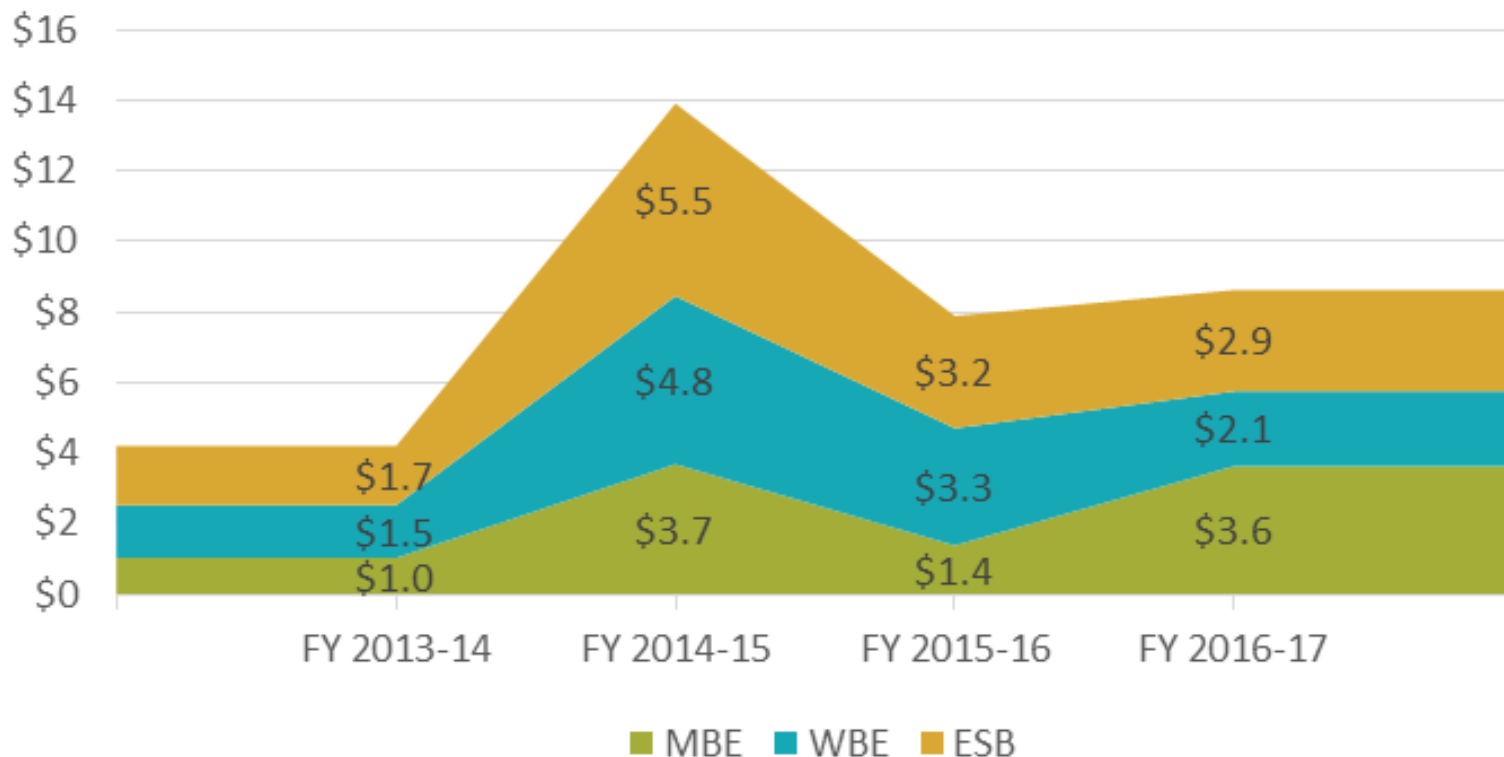
COBID Spending:

\$ 7,007,355 representing 13%



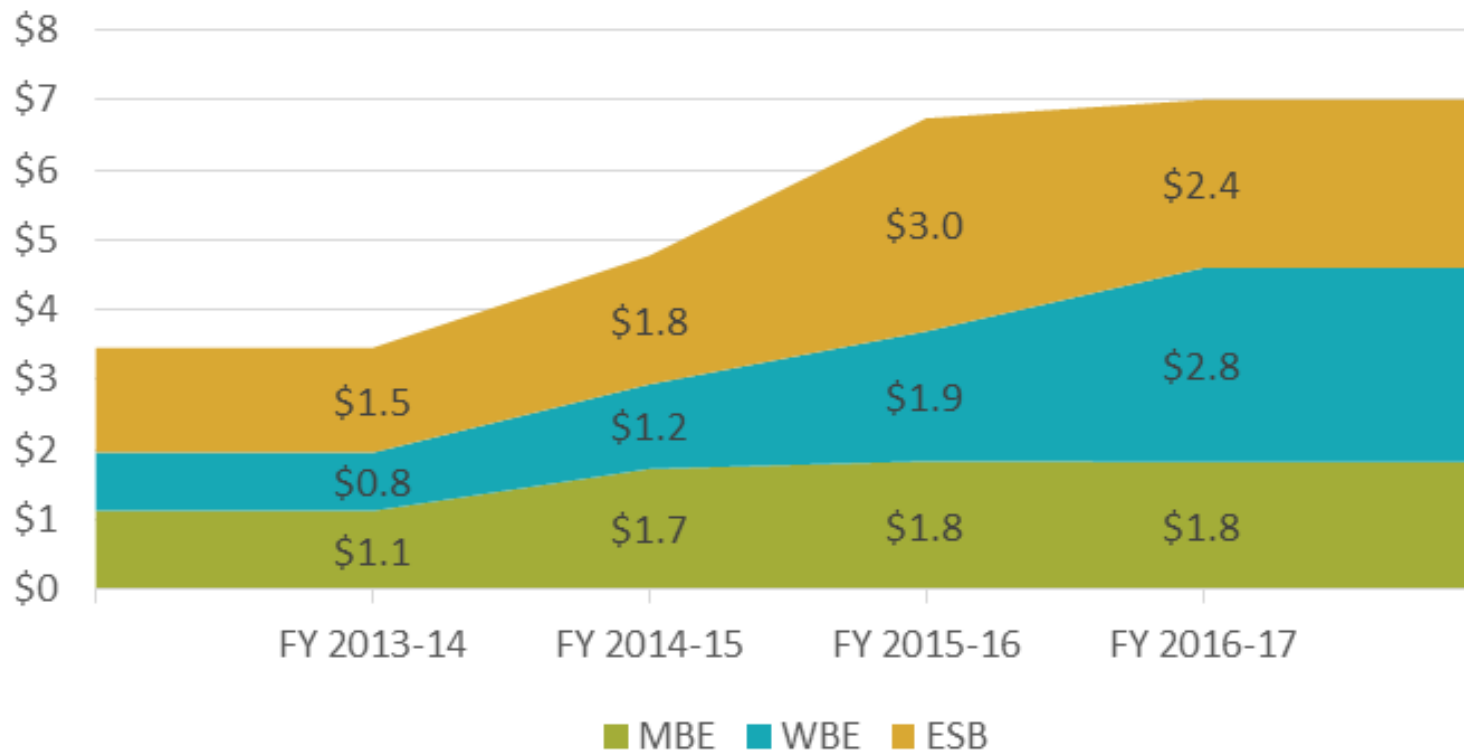
# Contract dollars awarded

Metro contract award to COBID-certified firms  
(in millions of dollars)



# Contract dollars spent

Metro spend with COBID-certified firms  
*(in millions of dollars)*



# What's next?

New approach to workshops and training

Improving equity strategy meeting

Unconscious bias training

Identifying further barriers

# Save the date!

**Small business open house 2018:**

*Wednesday, February 21, 3-6pm*

*Oregon Convention Center*



**oregonmetro.gov**





# **Metro**

*600 NE Grand Ave.  
Portland, OR 97232-2736  
[oregonmetro.gov](http://oregonmetro.gov)*



**Metro**

## **Minutes**

**Thursday, October 26, 2017**

**2:00 PM**

**Metro Regional Center, Council chamber**

**Council meeting**

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**1. Call to Order and Roll Call**

Council President Tom Hughes called the Metro Council meeting to order at 2:01 p.m.

**Present:** 6 - Council President Tom Hughes, Councilor Sam Chase, Councilor Carlotta Collette, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

**Excused:** 1 - Councilor Shirley Craddick

**2. Citizen Communication**

Dave Moore, City of Vancouver: Mr. Moore spoke about parking needs for food and beverage employees at the Oregon Convention Center (OCC). He explained that with the construction of the new hotel, it would be helpful for employees to know what parking options and other changes could be expected in the future. He noted that employees had concerns about sufficient parking and stated that additional information could help quell some of those concerns.

Micealle Hawkins, City of Portland: Ms. Hawkins testified in support of providing transit passes to food and beverage employees at the OCC. She explained that following Council's direction, staff had performed an employee survey about transit use. She shared the data and explained that many workers that currently did not commute by transit would do so if discounted transit passes were available.

Be Marston, City of Portland: Ms. Marston highlighted the compelling results of the survey. She explained that it would be significant for food and beverage employees to access the subsidized parking that Metro provided other employees at the OCC. She noted the importance of treating all employees equitably, stating that while food and beverage workers were under Aramark, they worked for Metro in Metro venues and were committed to supporting the agency. Ms. Marston requested that Metro staff meet

with Unite Here Local 8 representatives to discuss future transit and parking options.

Dana Carstensen, City of Hillsboro: Mr. Carstensen testified about recent job reclassifications at the Oregon Zoo. He expressed concerns that jobs from admissions, catering, food, security, and events were now under one classification. He added that the starting salary for the classification was the second lowest starting position at the Oregon Zoo. He encouraged Metro to pay its employees a living wage. He recognized the zoo's financial needs but explained that cutting wages was not the right solution.

Eric Wentland, City of Portland: Mr. Wentland testified about Metro's racial equity work as it related to solid waste. He recognized that there was a severe lack of racial equity in the solid waste industry, but noted that Greenway Recycling was an exception, due to the high wages the business provided its workers. He explained that racial equity and employment could not exist without the ability to attain employment at a living wage. He shared concerns about Metro's proposed investment program and recommended that the agency make sure the program recognized businesses that were already supporting Metro's equity goals.

### 3. Consent Agenda

#### Approval of the Consent Agenda

**A motion was made by Councilor Collette, seconded by Councilor Stacey, to adopt items on the consent agenda. The motion passed by the following vote:**

**Aye:** 6 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

**Excused:** 1 - Councilor Craddick

#### 3.1 Consideration of the Council Meeting Minutes for October 19, 2017

- 3.2 Resolution No. 17-4834, For the Purpose of Authorizing the Chief Operating Officer to Issue a New Non-System License to Albertsons Companies LLC for Transport of Commercial Food Waste for Processing at the Divert, Inc. Facility Located in Albany, Oregon
- 3.3 Resolution No. 17-4835, For the Purpose of Authorizing the Chief Operating Officer to Issue a New Non-System License to Fred Meyer for Transport of Commercial Food Waste for Processing at the Divert, Inc. Facility Located in Albany, Oregon

#### **4. Resolutions**

- 4.1 Resolution No. 17-4846, For the Purpose of Approving Fiscal Year 2017-18 Funding for Planning and Development Grants Funded with Construction Excise Tax

Council President Hughes called on Ms. Elissa Gertler, Metro Planning and Development Director, and Mr. Ed McNamara, 2040 Planning and Development Grants Steering Committee Chair, for a brief presentation on the resolution. Ms. Gertler introduced the 2040 Planning and Development grants, noting that it was the sixth round of awards. She noted that the program had been renamed and shifted to an annual cycle. She explained that staff had also streamlined the grant criteria and eligible project types in the name of customer service, local jurisdictional friendliness, and program administration and performance. She stated that changes were also made to establish targets for dividing the funds that set aside half of the funds for projects emphasizing equitable development. Ms. Gertler informed the Council that Chief Operating Officer (COO) Martha Bennett had appointed a nine-member committee to review the applications. She introduced Mr. Ed McNamara, committee chair, to give an overview of the committee's final recommendation.

Mr. McNamara announced that Metro had \$2 million available in funding for the grants this round and received requests totaling \$3.7 million in 18 grant proposals submitted by nine jurisdictions distributed throughout the



three counties. He explained that the committee recommended that Metro fund eight of the proposals, totaling about \$1.86 million. Mr. McNamara provided an overview of the committee's selection process, including grant evaluation criteria, rankings, and discussions. He stated that following the process, the committee submitted its unanimous recommendation to the COO, recommending eight projects be fully funded for \$1,861,746 and that part of the unspent funds be available to staff for technical assistance to a few of the projects as they saw fit. He explained that the committee recommended not spending the entire \$2 million in funds because they decided it was the best use of funding available and because they believed that by holding the grantees to a higher standard, Metro would receive better grant proposals in the future. Mr. McNamara then gave an overview of the projects selected. He thanked the Metro Council for their support and allowing the committee to participate in the selection process.

COO Bennett explained that after reviewing the steering committee's recommended list of projects, she had recommended adding an additional project that she felt met the criteria set forth in the code and committee discussions. She gave an overview of the City of Portland's project focused on expanding opportunities for affordable housing in faith communities. She explained that she felt it met the criteria for adjusting projects that face difficult development circumstances and that would lead to redevelopment of underdeveloped properties in the region. She provided background on the application and thanked the committee for their thoughtful discussions.

#### *Council Discussion*

Councilors thanked the chair and the rest of the committee for their work and expertise. Councilor Harrington asked about the committee's focus on requiring grants to have clear and achievable goals. Mr. McNamara explained that

while it was an existing Metro criterion for the grants, the committee added its own evaluation of the likelihood of achievement using their discretion. Councilor Collette highlighted the impressive slate of projects and noted she was excited to see the results. Councilor Dirksen asked how the committee responded to the Chief Operating Officer's recommendation. Mr. McNamara explained that the committee did not have a chance to discuss the COO recommendation as a group, but shared some of the committee's thoughts. Councilor Chase asked how Metro could provide more clarity about the grants in the future, particularly around its equity goals. Mr. McNamara recommended having flexibility about how projects support Metro's equity goals and ensuring that the goals continued to evolve as needed.

**A motion was made by Councilor Chase, seconded by Councilor Collette, that this item be adopted. The motion passed by the following vote:**

**Aye:** 6 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

**Excused:** 1 - Councilor Craddick

## **5. Presentations**

### **5.1 Elephant Lands Construction Management by General Contractor Outcomes**

Council President Hughes recessed the meeting of the Metro Council and convened the Metro Contract Review Board. He called on Ms. Gabi Schuster, Metro staff, and Mr. Jim Mitchell, Oregon Zoo staff, for a brief presentation on the results of the evaluation of the Elephant Lands Construction Manager/General Contractor (CMGC) contracting method. Ms. Schuster noted that statute and the Metro Contracting Administrative Rules required an evaluation of construction projects exceeding \$100,000 when they were procured through an alternative procurement process such as a request-for-proposal (RFP).

Mr. Mitchell shared the results of the evaluation. He noted that the success of Elephant Lands was partly due to the use of the CMGC. He provided an overview of the benefits the method provided, including allowing contractors to have time to learn critical details in the pre-construction phase of the project and reducing costs as well as impacts to visitors' experience. He added that the CMGC phasing allowed the elephants to test the habitat's design throughout development and highlighted that the method also allowed for mentoring opportunities that would not have been possible otherwise. Mr. Mitchell summarized by explaining that utilizing the CMGC approach on the design and construction helped the zoo manage risks related to scope, schedule, and budget. He noted that the general contractor partnered with the zoo team and design team to create solutions that met the needs of visitors, animal keepers, and the elephants. He thanked the Council for supporting the alternate procurement method.

*Council Discussion*

Councilor Harrington expressed her appreciation for the report, noting that she found it very interesting and helpful. She added that she looked forward to receiving Contract Manager/General Contractor outcomes reports in the future. Council President Hughes agreed that the results reports were valuable. Councilor Dirksen congratulated staff on the outcomes of the project.

Council President Hughes recessed the meeting of the Metro Contract Review Board and reconvened the meeting of the Metro Council.

**6. Ordinances (First Reading and Public Hearing)**

- 6.1 Ordinance No. 17-1408, For the Purpose of Adopting Amendments to Title 14 of the Urban Growth Management Functional Plan to Improve the Regional Growth Management Process

Council President Hughes introduced Mr. Ted Reid and Mr. Roger Alfred, Metro staff, to provide a brief staff report. Mr. Reid explained that the ordinance sought to improve Metro's growth management process and was built upon taking an outcomes-based approach. He gave a background of the urban growth management process and provided an overview of related policies the Council had put in place. He noted that the proposed amendments built on earlier improvements and the recommendations of the Urban Growth Readiness Task Force convened in 2016. Mr. Reid recalled that the task force had recommended that the Council find ways to exercise greater flexibility in its growth management decision-making while maintaining high expectations for cities proposing residential expansions.

Mr. Alfred reviewed the contents of the ordinance and the proposed changes. He informed the Council that the changes were designed to implement the legislation that was passed in House Bill 2095 regarding mid-cycle urban growth boundary amendments. He also shared a new version of Exhibit A to the ordinance, noting that it was changed slightly to accommodate changes recommended by the Metro Policy Advisory Committee (MPAC). Mr. Alfred explained that the changes were non-substantive and focused on providing additional clarification about population distribution. He noted that the updates would be included in the ordinance that would be considered on November 2.

#### *Council Discussion*

Councilor Harrington noted for the record that the Council had received a letter from 1000 Friends of Oregon outlining their thoughts on the ordinance. (A copy of the letter is included in the October 26 meeting packet.)

#### 6.1.1 Public Hearing for Ordinance No. 17-1408

Council President Hughes opened up a public hearing on

Ordinance No. 17-1408 and requested that those wishing to testify come forward to speak. Seeing none, Council President Hughes gaveled out of the public hearing. He noted that second read, Council consideration, and vote on Ordinance No. 17-1408 would take place on Thursday, November 2.

## **7. Ordinances (Second Reading)**

### **7.1 Ordinance No. 17-1410, For the Purpose of Amending Metro Code Chapter 5.00 to Add Certain Definitions**

Council President Hughes stated that the first reading and public hearing for Ordinance No. 17-1410 took place on Thursday, October 5. He informed the Metro Council that Mr. Dan Blue, Metro staff, was available for questions.

#### *Council Discussion*

There was none.

**A motion was made by Councilor Collette, seconded by Councilor Stacey, that this item be adopted. The motion passed by the following vote:**

**Aye:** 6 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

**Excused:** 1 - Councilor Craddick

### **7.2 Ordinance No. 17-1411, For the Purpose of Amending Metro Code Chapter 5.01 to Establish Licensing Requirements for Certain Facilities that Receive and Process Source-Separated Recyclable Materials and Make Housekeeping Changes**

Council President Hughes stated that the first reading and public hearing for Ordinance No. 17-1411 took place on Thursday, October 5. He informed the Metro Council that Mr. Dan Blue, Metro staff, was available for questions.



*Council Discussion*

There was none.

**A motion was made by Councilor Dirksen, seconded by Councilor Stacey, that this item be adopted. The motion passed by the following vote:**

**Aye:** 6 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

**Excused:** 1 - Councilor Craddick

**8. Chief Operating Officer Communication**

Ms. Martha Bennett reviewed lessons learned at the International City/County Management Association (ICMA) annual conference. She announced that the job posting had been released for the Deputy Chief Operating Officer position. She also noted that she had heard great feedback about the two off-site meetings the week before and thanked the Metro Council for their work.

**10. Adjourn**

There being no further business, Council President Hughes adjourned the Metro Council meeting at 3:28 p.m. The Metro Council will convene the next regular council meeting on November 2 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Nellie Papsdorf, Legislative and Engagement Coordinator

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 26, 2017**

| <b>ITEM</b> | <b>DOCUMENT<br/>TYPE</b> | <b>DOC<br/>DATE</b> | <b>DOCUMENT DESCRIPTION</b>  | <b>DOCUMENT No.</b> |
|-------------|--------------------------|---------------------|--|---------------------|
| <b>3.1</b>  | Minutes                  | 10/26/17            | Council Meeting Minutes for October 19, 2017                           | 102617c-01          |
| <b>4.1</b>  | PowerPoint               | 10/26/17            | 2040 Planning and Development Grants                                   | 102617c-02          |
| <b>6.1</b>  | Handout                  | 10/26/17            | Exhibit A to Ordinance No. 17-1408                                     | 102617c-03          |
| <b>6.1</b>  | Handout                  | 10/26/17            | Ms. McCurdy letter to Council (Ordinance No. 17-1408)                  | 102617c-04          |
| <b>9.0</b>  | Handout                  | 10/26/17            | President Hughes letter to Metro Regional Solutions Advisory Committee | 102617c-05          |