



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, March 1, 2018

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Public Communication

3. Presentations

3.1 DEI Difference Makers Awards [18-4955](#)

Presenter(s): Raahi Reddy, Metro
Nyla Moore, Metro

4. Consent Agenda

4.1 Resolution No. 18-4870, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Nine Projects Requiring Programming Additions, Corrections, or Cancellations Impacting OPRD, ODOT, SMART, and TriMet (FB18-06-FEB) [RES 18-4870](#)

Attachments: [Resolution No. 18-4870](#)
[Exhibit A to Resolution No. 18-4870](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

4.2 Consideration of the Council Meeting Minutes for February 22, 2018 [18-4976](#)

5. Chief Operating Officer Communication

6. Councilor Communication

7. Adjourn

EXECUTIVE SESSION ORS 192.660(2)(E), TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

Metro respects civil rights

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Thông báo về sự Metro không kỳ thị của

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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. 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.

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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。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. 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 maalmo 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. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកម្មប្រព័ន្ធរើសអើងសូមចុះលេខស្នើសុំនៅ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني 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.

Paunawa ng Metro sa kawalan ng diskriminasyon

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. 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.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

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Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

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. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntxawm lub rooj sib tham.

Television schedule for Metro Council meetings

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

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 and click on public comment opportunities.

Agenda Item No. 3.1

DEI Difference Makers Awards

Presentations

Metro Council Meeting
Thursday, February 22, 2018
Metro Regional Center, Council Chamber

Agenda Item No. 4.1

Resolution No. 18-4870, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Nine Projects Requiring Programming Additions, Corrections, or Cancellations Impacting OPRD, ODOT, SMART, and TriMet (FB18-06-FEB)

Consent Agenda

Metro Council Meeting
Thursday, March 1, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

| | | |
|--|---|--|
| FOR THE PURPOSE OF ADDING OR AMENDING |) | RESOLUTION NO. 18-4870 |
| EXISTING PROJECTS TO THE 2018-21 |) | |
| METROPOLITAN TRANSPORTATION |) | Introduced by: “Chief Operating Officer |
| IMPROVEMENT PROGRAM INVOLVING NINE |) | Martha Bennett in concurrence with Council |
| PROJECTS REQUIRING PROGRAMMING |) | President Tom Hughes” |
| ADDITIONS, CORRECTIONS, OR CANCELLATIONS |) | |
| IMPACTING OPRD, ODOT, SMART, AND TRIMET |) | |
| (FB18-06-FEB) |) | |

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

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

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

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

WHEREAS, the Oregon Parks and Recreation Department’s receipt of a discretionary Recreation Trail program grant in support of recreational bicycle trail improvements at Gateway Green requires MTIP programming in order for FHWA to approve the fund obligation and the ability of OPRD to expend the funds; and

WHEREAS, TriMet’s “OR99W: SW Lane (Portland) to SW Naeve St (Tigard)” project which consists of Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals requires a scope change, updated project limits, and Preliminary Engineering phase funding adjustment in order for the Right of Way and Construction phases to move forward for the five identified project sites; and

WHEREAS, ODOT’s new US26/OR213/OR8 Curb Ramps project which will design and construct curb ramps and pedestrian signals at six locations in compliance with the Americans with Disabilities Act (ADA) standards is being added to the 2018 MTIP; and

WHEREAS, additional project funding is being added to ODOT’s I-84/I-5: Banfield Interchange project to address a supplementary scope element that emerged during the Preliminary Engineering project development phase to provide extra protective screening required on three of the Banfield ramps that cross the railroads; and

WHEREAS, ODOT’s OR141 (Hall Blvd): Scholls Ferry Rd to Hemlock St” project which has been designated as a Special Transportation Area (STA) and now focuses on providing the project design for 45 curb ramps is being re-scoped to be a Preliminary Engineering design project for the present until sufficient funding becomes available to address and re-construct the 45 deficient curb ramps within the project limits; and

WHEREAS, a significant cost increase to the construction phase has occurred to ODOT’s “OR213: SE Lindy to SE King St” project due to higher than expected final bids resulting in OTC action to address the funding shortfall and a need to re-open the 2015 MTIP to complete a required historical correction in the 2015 MTIP to the project’s final construction phase programming and obligation levels for accounting and auditing purposes; and

WHEREAS, ODOT's "I-205 Johnson Creek Blvd to Glenn Jackson Bridge" project also experienced a required subsequent construction phase obligation which was significant requiring OTC action and now requires a formal amendment to the 2015 MTIP to correct the final construction programming and obligation amounts; and

WHEREAS, re-opening the 2015 MTIP to make the required programming corrections for both ODOT projects for accounting and auditing needs is currently allowable activity as part of the MTIP management process to ensure both the STIP and MTIP contain accurate project funding details; and

WHEREAS, a review of SMART's FTA Section 5310 Program that provides services to the elderly and disabled revealed additional 5310 funds available to the agency from FY 2016 and FY2017 which are being programmed in two projects through this amendment; and

WHEREAS, all amended projects were evaluated against six revised 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, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal 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 February 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the February 2018 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 February 2, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 15, 2018 to formally amend the 2018-21 MTIP to include the February 2018 Formal Amendment bundle consisting of nine projects.

ADOPTED by the Metro Council this ____ day of _____ 2018.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 18-4870



| Proposed December 2017 Formal Amendment Bundle Amendment Type: FORMAL, FB18-06-FEB Total Number of Projects: 9 | | | |
|---|---|---|---|
| ODOT Key | Lead Agency | Project Name | Required Changes |
| #1 21209 NEW | OPRD (State of Oregon Parks and Recreation Department) | Linda's Line at Gateway Green | ADD new project to 2018 MTIP |
| #2 18838 | TriMet | OR99W: Corridor Safety & Access to Transit OR99W: SW Lane St (Portland) - SW Naeve St (Tigard) | CHANGE Name and Mileposts for Project. based on multiple identified project sites. REDUCE Construction phase programming by shifting approximately \$466k to PE to cover PE phase funding shortfall. Scope and total project cost remain unchanged. |
| #3 21255 NEW | ODOT | US26/OR213/OR8 Curb Ramps | ADD new project to 2018 MTIP that will design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards at multiple locations. |
| #4 19531 | ODOT | I-84/I-5: Banfield Interchange | Cost increase: Additional protective screening is required now for three of the Banfield ramps that cross the railroads. The result increases the project cost to \$10,339,343 2h1hc equals a 24% cost increase to the project resulting the formal amendment. |
| #5 19267 | ODOT | OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St | Phase Deletion: The amendment cancels the RW and construction phases for the project and increases the PE phase. The project now has funding programmed only for the PE phase. |
| #6 18779 | ODOT | OR213: SE Lindy St - SE King Rd | Cost increase - Historical Correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes |
| #7 18804 | ODOT | I-205 Johnson Creek Blvd - Glenn Jackson Bridge | Cost increase: Historical correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes |
| #8 19315 NEW | SMART | 5310 FY17 Senior & Disabled | ADD New project to provide Services & facility improvements for elderly and customers (FY17 funding source) |

| | | | |
|---|-------|-----------------------------|--|
| #9 19314 NEW | SMART | 5310 FY16 Senior & Disabled | ADD New project to provide Services & facility improvements for elderly and customers (FY16 funding source) |
|---|-------|-----------------------------|--|

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new 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 |
|----------|---------|-------------|-------------------------------|--------------|--------------|
| 21209 | TBD | OPRD | Linda's Line at Gateway Green | Trail | \$ 94,973 |

Project Description: Create approximately 1,755 feet of new single-track trail in the reclaimed open spaces of Gateway Green. This will connect an existing trail and complement almost two miles of existing urban single-track.

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other | Construction | Total |
|----------------|-----------|---------|------|----------|-------------------------|--------------|-----------|--------------|-----------|
| Rec Trails RTP | Z940 | Federal | 2018 | | | | \$ 40,250 | | \$ 40,250 |
| Local | Match | Local | 2018 | | | | \$ 10,063 | | \$ 10,063 |
| Overmatch | OTH0 | Local | 2018 | | | | \$ 44,660 | | \$ 44,660 |
| Total: | | | | \$ - | \$ - | \$ - | \$ 94,973 | \$ - | \$ 94,973 |

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. Rec Trails RTP = Federal Recreational Trails Program (RTP) - FAST Act
 3. Local = local funds provided to the lead agency in support of the required match to the federal funds.
 4. Overmatch = Additional local funds beyond the required match provided by the lead agency to cover required projects costs

Amendment Summary

New project being added to the 2018 MTIP. The project is recreationally related, but includes federal approval steps and requires MTIP programming. Project location is between I-84 and I-205 at Gateway Green near the Gateway Transit Center

Exhibit A to Resolution 18-4870

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



| PROJECT #2 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|---|--------------------|--|----------|-------------------------|--------------|--------------|---------------------|---------------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 18838 | 70779 | TriMet | OR99W: Corridor Safety & Access to Transit | | | | | Highway | \$ 3,604,999 |
| Project Description: | | | Improve safety active transportation access and transit operations | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| STP>200K | Z230 | Federal | 2017 | | \$ 620,509 | | | | \$ 620,509 |
| Local | Match | Local | 2017 | | \$ 71,020 | | | | \$ 71,020 |
| ADVCON | ACP0 | Federal | 2018 | | | \$ 132,221 | | | \$ 132,221 |
| Local | Match | Local | 2018 | | | \$ 15,133 | | | \$ 15,133 |
| State STP-FLX | M240 | Federal | 2018 | | | | \$ 2,482,036 | | \$ 2,482,036 |
| Local | Match | Local | 2018 | | | | \$ 284,080 | | \$ 284,080 |
| Total: | | | | \$ - | \$ 691,529 | \$ 147,354 | \$ 2,766,116 | \$ - | \$ 3,604,999 |
| 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. They are shown above in their programming years in the shaded fields. 3. STP>200k = Federal Surface Transportation Program funding allocated to MPOs (Metro) for areas of population greater than 200,000 4. ADVCON = State Advance Construction funds used as a placeholder for a specific future federal fund code to be assigned to the project 5. State STP-FLX = Federal Surface Transportation Program (Flex) allocated and managed by ODOT 6. Local = local funds the lead agency commits to the project as part of the required match to the awarded federal funds. | | | | | | | | |

Amendment Summary

Above reflects current pre-amendment project programming. 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 |
|----------|---------|-------------|---|--------------|--------------|
| 18838 | 70779 | TriMet | OR99W: Corridor Safety & Access to Transit OR99W: SW Lane St (Portland) - SW Naeve St (Tigard) | Highway | \$ 3,604,999 |

Project Description: ~~Improve safety active transportation access and transit operations~~
Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals

Amended MTIP Fund Programming by Phase

| Fund Code | Note | Type | Year | Planning | Preliminary Engineering | Right of Wav | Construction | Other | Total | |
|----------------------|--------------|----------------|-------------|----------|-------------------------|---------------------|---------------------|---------------------|--------------|---------------------|
| STP>200K | Z230 | Federal | 2017 | | \$ 620,509 | | | | \$ 620,509 | |
| Local | Match | Local | 2017 | | \$ 71,020 | | | | \$ 71,020 | |
| State STP-FLX | M240 | Federal | 2017 | | \$ 418,246 | | | | \$ 418,246 | |
| Local | Match | Local | 2017 | | \$ 47,870 | | | | \$ 47,870 | |
| ADVCON | ACPO | Federal | 2018 | | | \$ 132,221 | | | \$ 132,221 | |
| Local | Match | Local | 2018 | | | \$ 15,133 | | | \$ 15,133 | |
| State STP-FLX | M240 | Federal | 2018 | | | | \$ 2,063,790 | | \$ 2,063,790 | |
| Local | Match | Local | 2018 | | | | \$ 236,210 | | \$ 236,210 | |
| Total: | | | | | \$ - | \$ 1,157,645 | \$ 147,354 | \$ 2,300,000 | \$ - | \$ 3,604,999 |

- 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. They are shown above in their programming years in the shaded fields.
 3. STP>200k = Federal Surface Transportation Program funding allocated to MPOs (Metro) for areas of population greater than 200,000
 4. ADVCON = State Advance Construction funds used as a placeholder for a specific future federal fund code to be assigned to the project
 5. State STP-FLX = Federal Surface Transportation Program (Flex) allocated and managed by ODOT
 6. Local = local funds the lead agency commits to the project as part of the required match to the awarded federal funds.

Amendment Summary

This amendment revises the project name to clarify the updated project limits. MP limits on OR99W are now MP 10.95 to MP 11.07, at MP 1.96, at MP 6.97, and at MP 10.71. The project funding is adjusted with a total of \$466,118 shifted from the construction phase to support a funding shortfall in the PE phase. The PE phase was intended to be in-house design, but now will be consultant design. The construction phase estimates are now lower than initially estimated. The construction phase can be reduced without needing a scope change. The total project cost remains unchanged.

Project site improvements include: **Site 1** at MP 1.96, SW Barbur Blvd at SW Lane/Naito Pkwy: Install a Rectangular Flashing Beacon, improve accessibility

Site 2 at MP 6.97, SW Barbur Blvd at SW 53rd Ave: Sidewalk infill

Site 3 at SW Commercial St - Main St- SW 95th Ave: Sidewalk infill

Site 4 at MP 10.71, OR99W at Bull Mountain Rd: Sidewalk infill, curb & ramp improvements

Site 5 at MP 10.95 O MP 11.07,OR99W Naeve p Beef Bend Rd: Sidewalk infill

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new 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 |
|----------|---------|-------------|----------------|--------------|--------------|
| 21255 | TBD | ODOT | US26/OR213/OR8 | Highway | \$ 1,605,000 |

Project Description: Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards.

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other | Construction | Total |
|-----------------|-----------|---------|------|----------|-------------------------|--------------|--------------|--------------|--------------|
| State STBG-FLEX | Z240 | Federal | 2018 | | \$ 336,488 | | | | \$ 336,488 |
| State | Match | State | 2018 | | \$ 38,512 | | | | \$ 38,512 |
| State STBG-FLEX | Z240 | Federal | 2018 | | | \$ 94,217 | | | \$ 94,217 |
| State | Match | State | 2018 | | | \$ 10,783 | | | \$ 10,783 |
| State STBG-FLEX | Z240 | Federal | 2019 | | | | \$ 1,009,463 | | \$ 1,009,463 |
| State | Match | State | 2019 | | | | \$ 115,537 | | \$ 115,537 |
| Total: | | | | \$ - | \$ 375,000 | \$ 105,000 | \$ 1,125,000 | \$ - | \$ 1,605,000 |

- 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 STBG-FLEX = federal Surface Transportation Block Grant funds allocated to ODOT
 3. State = State funds provided by the lead agency in support of the required match to the federal funds.

Amendment Summary

New project being added to the 2018 MTIP. The project will design and construct curb ramps and pedestrian signals in compliance with ADA requirements at multiple locations which include: (1) In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection, (2) in east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection, (3) on OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro, (4) on OR8 in Hillsboro at the SE Century Blvd & SW 234th Ave intersection, (5) on OR8 in Hillsboro at the SE Brookwood Ave & Tualatin Hwy/OR8 intersection, and (6) on OR8 in Hillsboro at the SE 44th Ave & OR8 intersection

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT # 4 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|---|---|-------------|---|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 19531 | 70835 | ODOT | I-84/I-5: Banfield Interchange | | | | | Highway | \$ 8,629,000 |
| Project Description: | | | Concrete deck overlay & bridge rail retrofit; br #08588A & 08588C | | | | | | |
| Existing MTIP Project Fund Programming by Phase - AS PROGRAMMED IN THW 2015 MTIP AND STIP BEFORE ROW OBLIGATION | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| NHPP | | Federal | 2016 | | \$ 1,018,109 | | | | \$ 1,018,109 |
| State | Match | State | 2016 | | \$ 85,891 | | | | \$ 85,891 |
| NHPP | | Federal | 2018 | | | | \$ 6,939,555 | | \$ 6,939,555 |
| State | Match | State | 2018 | | | | \$ 585,445 | | \$ 585,445 |
| Total: | | | | \$ - | \$ 1,104,000 | \$ - | \$ 7,525,000 | \$ - | \$ 8,629,000 |
| 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. They are shown above in their programming years in the shaded fields. 3. NHPP = Federal National Highway Performance Program 4. State = State funds provided by the lead agency in support of the required match to the federal funds. 5. The MTIP carried over the draft 2018 proposed funding and did not update the project based on a late Formal amendment in 2017 that replaced and adjusted several fund types. Corrections have been made as part of this amendment and are stated on the next page. | | | | | | | | |

Amendment Summary
 Project changes are stated on the next page

| PROJECT #4 PROPOSED AMENDED CHANGES | | | | | | | | | |
|--|--|-------------|---|----------|-------------------------|--------------|--------------|---------------|---------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
| 19531 | 70835 | ODOT | I-84/I-5: Banfield Interchange | | | | Highway | \$ 10,339,343 | |
| Project Description: | | | Concrete deck overlay & bridge rail retrofit; bridges #08588A, 08588B , 08588C & 08588D . | | | | | | |
| Amended MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| TIFIA | M040 | Federal | 2016 | | \$ 1,014,420 | | | | \$ 1,014,420 |
| State | Match | State | 2016 | | \$ 85,580 | | | | \$ 85,580 |
| NHPP-FAST | Z001 | Federal | 2016 | | \$ 3,689 | | | | \$ 3,689 |
| State | Match | State | 2016 | | \$ 311 | | | | \$ 311 |
| NHPP-FAST | Z001 | Federal | 2018 | | | | \$ 7,883,457 | | \$ 7,883,457 |
| State | Match | State | 2018 | | | | \$ 665,076 | | \$ 665,076 |
| ADVCON | ACPO | Federal | 2018 | | | | \$ 616,275 | | \$ 616,275 |
| State | Match | State | 2018 | | | | \$ 70,535 | | \$ 70,535 |
| Total: | | | | \$ - | \$ 1,104,000 | \$ - | \$ 9,235,343 | \$ - | \$ 10,339,343 |
| Notes: | <p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>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. They are shown above in their programming years in the shaded fields.</p> <p>3. TIFIA = Federal FY 2015 Redistribution of funds back to the states</p> <p>4. State = State funds provided by the lead agency in support of the required match to the federal funds.</p> <p>5. NHPP-FAST = Federal National Highway Performance Program - FAST Act</p> <p>6. ADVCON = Federal advance construction fund type code used as a placeholder until the specific federal funding is determined</p> | | | | | | | | |

Amendment Summary

This amendment adds funding to the project to address additional protective screening that is required now for three of the Banfield ramps that cross the railroads. The requirement emerged through the project development process. The result increases the project cost to \$10,339,343 which equals a 24% cost increase to the project resulting the formal amendment. The cost increase required OTC approval which occurred during their January 2018 meeting.

Exhibit A to Resolution 18-4870

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



| PROJECT #5 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|--|--------------------|---|----------|-------------------------|--------------|--------------|---------------------|---------------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 19267 | 70806 | ODOT | OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St | | | | | Highway | \$ 731,206 |
| Project Description: | | | Design for 45 curb ramps | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| Redistribution | Z030 | Federal | 2015 | | \$ 278,163 | | | | \$ 278,163 |
| State | Match | State | 2015 | | \$ 31,837 | | | | \$ 31,837 |
| St STBG-FLX | Z240 | Federal | 2015 | | \$ 17,946 | | | | \$ 17,946 |
| State | Match | State | 2015 | | \$ 2,054 | | | | \$ 2,054 |
| State STP-FLX | M240 | Federal | 2018 | | | \$ 134,595 | | | \$ 134,595 |
| State | Match | State | 2018 | | | \$ 15,405 | | | \$ 15,405 |
| St STBG-FLX | Z240 | Federal | 2018 | | | \$ 61,016 | | | \$ 61,016 |
| State | Match | State | 2018 | | | \$ 6,984 | | | \$ 6,984 |
| State STP-FLX | M240 | Federal | 2018 | | | | \$ 113,694 | | \$ 113,694 |
| State | Match | State | 2018 | | | | \$ 13,013 | | \$ 13,013 |
| St STBG-FLX | Z240 | Federal | 2018 | | | | \$ 50,697 | | \$ 50,697 |
| State | Match | State | 2018 | | | | \$ 5,802 | | \$ 5,802 |
| Total: | | | | \$ - | \$ 330,000 | \$ 218,000 | \$ 183,206 | \$ - | \$ 731,206 |
| 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. They are shown above in their programming years in the shaded fields. 3. Redistribution = Federal redistribution of certain federal funds back to the states 4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT 5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) 6. State = State funds provided by the lead agency in support of the required match to the federal funds. | | | | | | | | |

Amendment Summary
Project changes stated on the next page

| PROJECT #5 PROPOSED AMENDED CHANGES | | | | | | | | | |
|---|--|-------------|--|----------|-------------------------|--------------|--------------|--------------|------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
| 19267 | 70806 | ODOT | OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St | | | | Highway | \$ 799,707 | |
| Project Description: Design for 45 curb ramps | | | | | | | | | |
| Amended MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Code | Note | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| ADVCON | ACPO | Federal | 2015 | | \$ 191,125 | | | | \$ 191,125 |
| State | Match | State | 2015 | | \$ 21,875 | | | | \$ 21,875 |
| REDISTR | M030 | Federal | 2015 | | \$ 278,163 | | | | \$ 278,163 |
| State | Match | State | 2015 | | \$ 31,837 | | | | \$ 31,837 |
| State STP-FLX | M240 | Federal | 2015 | | \$ 248,289 | | | | \$ 248,289 |
| State | Match | State | 2015 | | \$ 28,418 | | | | \$ 28,418 |
| Total: | | | | \$ - | \$ 799,707 | \$ - | \$ - | \$ - | \$ 799,707 |
| Notes: | <p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>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. They are shown above in their programming years in the shaded fields.</p> <p>3. REDISTR = Federal redistribution of certain federal funds back to the states</p> <p>4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT</p> <p>5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP)</p> <p>6. State = State funds provided by the lead agency in support of the required match to the federal funds.</p> | | | | | | | | |

Amendment Summary

The amendment updates the PE phase as was actually obligated. PE is increased to address ADA requirements. The project cancels the RW and Construction phases that were previously programmed and re-allocates the funding to the PE phase. The project is now only programmed for Preliminary Engineering activities. The project will move forward as a shelf only project with RW and construction to be determined later. The revised PE phase is programmed with a total of \$799,707. OTC approval was required and occurred during their January 2018 meeting. As a result of canceling the RW and Construction phases, the project will contain only prior obligated funds and will no longer appear as an active project in the 2018-2021 MTIP.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #6 EXISTING MTIP PROGRAMMING - At the end of the 2015 MTIP | | | | | | | | | |
|--|--|-------------|---|----------|-------------------------|--------------|--------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 18779 | 70709 | ODOT | OR213: SE Lindy St - SE King Rd | | | | | Highway | \$ 4,933,339 |
| Project Description: | | | Pavement grind and inlay, sidewalk infill and curb ramp upgrades. | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| State STP | Q030 | Federal | 2014 | | \$ 38,894 | | | | \$ 38,894 |
| State | Match | State | 2014 | | \$ 4,452 | | | | \$ 4,452 |
| EXT ALLOC | L00E | Federal | 2014 | | \$ 230,296 | | | | \$ 230,296 |
| State | Match | State | 2014 | | \$ 26,358 | | | | \$ 26,358 |
| State STBG-FLX | Z240 | Federal | 2014 | | \$ 397,569 | | | | \$ 397,569 |
| State | Match | State | 2014 | | \$ 45,504 | | | | \$ 45,504 |
| BIKEWAYS | SO80 | State | 2016 | | | \$ 527,335 | | | \$ 527,335 |
| NHPP | M001 | Federal | 2016 | | | \$ 532,996 | | | \$ 532,996 |
| State | Match | State | 2016 | | | \$ 61,004 | | | \$ 61,004 |
| State STP-FLX | M240 | Federal | 2016 | | | \$ 297,006 | | | \$ 297,006 |
| State | Match | State | 2016 | | | \$ 33,994 | | | \$ 33,994 |
| NHPP-FAST | Z001 | Federal | 2017 | | | | \$ 2,018,414 | | \$ 2,018,414 |
| State | Match | State | 2017 | | | | \$ 231,017 | | \$ 231,017 |
| BIKEWAYS | SO80 | State | 2017 | | | | \$ 460,000 | | \$ 460,000 |
| OTHER | OTH0 | State | 2017 | | | | \$ 28,500 | | \$ 28,500 |
| Total: | | | | \$ - | \$ 743,073 | \$ 1,452,335 | \$ 2,737,931 | \$ - | \$ 4,933,339 |
| 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. They are shown above in their programming years in the shaded fields. 3. State STP = Federal Surface Transportation Program funds which represent under Q030 a redistribution of federal funds returned to the eligible states 4. State = State funds provided by the lead agency in support of the required match to the federal funds. 5. EXT ALLOC = Federal Extension of Allocation P 6. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) 7. BIKEWAYS = State funds committed to bikeway improvements 8. NHPP = Federal National Highway Performance Program funds (not from the FAST Act) | | | | | | | | |

| |
|---|
| 9. NHPP-FAST = Federal National Highways Performance Program funds originating from the FAST Act |
| 10. OTHER = Additional Local or state funds committed to the project beyond the required match to the federal match. Sometimes called Overmatch |

Amendment Summary

The existing project was programmed in the 2015 MTIP. All federal funds programmed in their phases were obligated by the end of 2017. The project was not carried over into the 2018 MTIP as a result. After the construction phase was obligated, additional construction costs emerged which were then covered and applied to the project. The changes shown below provide the cost increase to the project which will then be updated as a historical correction to the 2015 MTIP.

| PROJECT #6 PROPOSED AMENDED CHANGES - Corrections to the 2015 MTIP | | | | | | | | | |
|--|-----------|--------------|---|-------------|-------------------------|---------------------|---------------------|--------------|---------------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
| 18779 | 70709 | ODOT | OR213: SE Lindy St - SE King Rd | | | | 0 | \$ 6,536,308 | |
| Project Description: | | | Pavement grind and inlay, sidewalk infill and curb ramp upgrades. | | | | | | |
| 2015 Amended MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| State STP | Q030 | Federal | 2014 | | \$ 38,894 | | | | \$ 38,894 |
| State | Match | State | 2014 | | \$ 4,452 | | | | \$ 4,452 |
| EXT ALLOC | L00E | Federal | 2014 | | \$ 230,296 | | | | \$ 230,296 |
| State | Match | State | 2014 | | \$ 26,358 | | | | \$ 26,358 |
| State STBG-FLX | Z240 | Federal | 2014 | | \$ 397,568 | | | | \$ 397,568 |
| State | Match | State | 2014 | | \$ 45,504 | | | | \$ 45,504 |
| BIKEWAYS | SO80 | State | 2016 | | | \$ 527,335 | | | \$ 527,335 |
| NHPP | M001 | Federal | 2016 | | | \$ 179,460 | | | \$ 179,460 |
| State | Match | State | 2016 | | | \$ 20,540 | | | \$ 20,540 |
| State STP-FLX | Z240 | Federal | 2016 | | | \$ 650,542 | | | \$ 650,542 |
| State | Match | State | 2016 | | | \$ 74,458 | | | \$ 74,458 |
| NHPP-FAST | Z001 | Federal | 2017 | | | | \$ 3,456,759 | | \$ 3,456,759 |
| State | Match | State | 2017 | | | | \$ 395,642 | | \$ 395,642 |
| BIKEWAYS | SO80 | State | 2017 | | | | \$ 460,000 | | \$ 460,000 |
| OTHER | OTH0 | Local | 2017 | | | | \$ 28,500 | | \$ 28,500 |
| Total: | | | | \$ - | \$ 743,072 | \$ 1,452,335 | \$ 4,340,901 | \$ - | \$ 6,536,308 |

| | |
|--------|---|
| 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. They |
| | 3. State STP = Federal Surface Transportation Program funds which represent under Q030 a redistribution of federal funds returned to the eligible states |
| | 4. State = State funds provided by the lead agency in support of the required match to the federal funds. |
| | 5. EXT ALLOC = Federal Extension of Allocation P |
| | 6. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) |
| | 7. BIKEWAYS = State funds committed to bikeway improvements |
| | 8. NHPP = Federal National Highway Performance Program funds (not from the FAST Act) |
| | 9. NHPP-FAST = Federal National Highways Performance Program finds originating from the FAST Act |
| | 10. OTHER = Additional Local or state funds committed to the project beyond the required match to the federal match. Sometimes called Overmatch |

Amendment Summary

The amendment provides the additional construction phase funding that was needed to complete the construction phase. The construction phase increased from \$2,737,931 to \$4,340,901 which equals a \$1,602,970 cost increase to the phase. The net cost increase represents a 32% increase to the project. The amendment is occurring as an historical correction to the 2015 MTIP for accounting purposes.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #7 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|---|--|-------------|---|----------|-------------------------|--------------|---------------|--------------|---------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 18804 | 70767 | ODOT | I-205 Johnson Creek Blvd - Glenn Jackson Bridge | | | | | Highway | \$ 30,519,543 |
| Project Description: | | | Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9 including ramps. Repair or replace bridge joints. Install ADA ramps. | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| IM | H010 | Federal | 2015 | | \$ 557,931 | | | | \$ 557,931 |
| State | Match | State | 2015 | | \$ 47,069 | | | | \$ 47,069 |
| State STP | L240 | Federal | 2015 | | \$ 1,003,972 | | | | \$ 1,003,972 |
| State | Match | State | 2015 | | \$ 84,699 | | | | \$ 84,699 |
| NHPP | M001 | Federal | 2015 | | \$ 540,416 | | | | \$ 540,416 |
| State | Match | State | 2015 | | \$ 45,591 | | | | \$ 45,591 |
| NHPP | M001 | Federal | 2017 | | | \$ 55,332 | | | \$ 55,332 |
| State | Match | State | 2017 | | | \$ 4,668 | | | \$ 4,668 |
| State STP-FLX | M240 | Federal | 2017 | | | | \$ 475,855 | | \$ 475,855 |
| State | Match | State | 2017 | | | | \$ 40,145 | | \$ 40,145 |
| NHPP | M001 | Federal | 2017 | | | | \$ 25,511,616 | | \$ 25,511,616 |
| State | Match | State | 2017 | | | | \$ 2,152,249 | | \$ 2,152,249 |
| Total: | | | | \$ - | \$ 2,279,678 | \$ 60,000 | \$ 28,179,865 | \$ - | \$ 30,519,543 |
| 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. They 3. IM = Federal Interstate Maintenance funds allocated to ODOT 4. State STP and State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT 5. NHPP = Federal National Highway Performance Program funding allocated to ODOT 6. State = State funds provided by the lead agency in support of the required match to the federal funds. | | | | | | | | |
| Amendment Summary Post priori year obligation changes to the project are noted on the next page | | | | | | | | | |

| PROJECT #7 PROPOSED AMENDED CHANGES | | | | | | | | | |
|--|--|-------------|---|----------|-------------------------|--------------|---------------|---------------|---------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
| 18804 | 70767 | ODOT | I-205 Johnson Creek Blvd - Glenn Jackson Bridge | | | | Highway | \$ 35,058,987 | |
| Project Description: | | | Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9 including ramps. Repair or replace bridge joints. Install ADA ramps. | | | | | | |
| Amended MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Code | Note | Type | Year | Planning | Preliminary Engineering | Right of Wav | Construction | Other | Total |
| IM | H010 | Federal | 2015 | | \$ 461,100 | | | | \$ 461,100 |
| State | Match | State | 2015 | | \$ 38,900 | | | | \$ 38,900 |
| NHPP-EX FAST | Z002 | Federal | 2015 | | \$ 1,641,219 | | | | \$ 1,641,219 |
| State | Match | State | 2015 | | \$ 138,459 | | | | \$ 138,459 |
| NHPP | M001 | Federal | 2017 | | | \$ 28,714 | | | \$ 28,714 |
| State | Match | State | 2017 | | | \$ 3,286 | | | \$ 3,286 |
| NHPP-EX | M002 | Federal | 2017 | | | \$ 25,822 | | | \$ 25,822 |
| State | Match | State | 2017 | | | \$ 2,178 | | | \$ 2,178 |
| State STP-FLX | M240 | Federal | 2017 | | | | \$ 475,855 | | \$ 475,855 |
| State | Match | State | 2017 | | | | \$ 40,145 | | \$ 40,145 |
| NHPP | M001 | Federal | 2017 | | | | \$ 11,863,056 | | \$ 11,863,056 |
| State | Match | State | 2017 | | | | \$ 1,000,809 | | \$ 1,000,809 |
| NHPP-FAST | Z001 | Federal | 2017 | | | | \$ 16,604,245 | | \$ 16,604,245 |
| State | Match | State | 2017 | | | | \$ 1,400,792 | | \$ 1,400,792 |
| State STBG-FLX | Z240 | Federal | 2017 | | | | \$ 882,082 | | \$ 882,082 |
| State | Match | State | 2017 | | | | \$ 74,416 | | \$ 74,416 |
| BIKEWAYS | S080 | State | 2017 | | | | \$ 77,751 | | \$ 77,751 |
| OTHER | OTH0 | Local | 2017 | | | | \$ 300,158 | | \$ 300,158 |
| Total: | | | | \$ - | \$ 2,279,678 | \$ 60,000 | \$ 32,719,309 | \$ - | \$ 35,058,987 |
| 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. They 3. REDISTR = Federal redistribution of certain federal funds back to the states 4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT 5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) 6. State = State funds provided by the lead agency in support of the required match to the federal funds. | | | | | | | | |

Amendment Summary:

The amendment corrects and increases the construction phase to the final bid obligation amount. The project obligated the construction phase based on an earlier construction bid amount which then underwent an extensive review by ODOT when the higher final bids were received. ODOT was required to seek additional funding to support the construction phase shortfall. Because the construction phase was obligated during 2017, the project was not carried over into the 2018 MTIP and STIP. (Once a project completes all phase obligations, it may be removed from the MTIP and STIP). This amendment provides the historical correction to the 2015 MTIP to reflect the correct total construction phase cost and funding obligation for Key 18804 for accounting purposes. OTC approval was required as well for this item which occurred during their January 2018 meeting.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #8 EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #8 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name | Project Type | Project Cost |
|----------|---------|-------------|-------------------------------|--------------|--------------|
| 19315 | TBD | SMART | 5310 FY17 - Senior & Disabled | Transit | \$ 20,636 |

Project Description: Services & Facility Improvements for Elderly & Disabled Customers FY17

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (Transit) | Total |
|----------------|-----------|---------|------|----------|-------------------------|--------------|--------------|-----------------|-----------|
| 5310 | F160 | Federal | 2018 | | | | | \$ 16,509 | \$ 16,509 |
| Local | Match | Local | 2018 | | | | | \$ 4,127 | \$ 4,127 |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ - | \$ - | \$ - | \$ 20,636 | \$ 20,636 |

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. 5310 = Federal FTA Section 5310 funds that support senior and elderly disabled transit needs.
 3. Local = local funds provided to the lead agency in support of the required match to the federal funds.

Amendment Summary

New project being added to the 2018 MTIP. The project enable SMART to access previous year 5310 funding still available to support of their senior and elderly disabled transit program

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new 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 |
|----------|---------|-------------|-------------------------------|--------------|--------------|
| 19314 | TBD | SMART | 5310 FY16 - Senior & Disabled | Transit | \$ 20,008 |

Project Description: Services & Facility Improvements for Elderly & Disabled Customers FY16

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (Transit) | Total |
|----------------|-----------|---------|------|----------|-------------------------|--------------|--------------|-----------------|-----------|
| 5310 | F160 | Federal | 2018 | | | | | \$ 16,006 | \$ 16,006 |
| Local | Match | Local | 2018 | | | | | \$ 4,002 | \$ 4,002 |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ - | \$ - | \$ - | \$ 20,008 | \$ 20,008 |

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. 5310 = Federal FTA Section 5310 funds that support senior and elderly disabled transit needs.
 3. Local = local funds provided to the lead agency in support of the required match to the federal funds.

Amendment Summary

New project being added to the 2018 MTIP. The project enable SMART to access previous year 5310 funding still available to support of their senior and elderly disabled transit program

Memo

Date: Thursday, February 15, 2018
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: February 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4870

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING NINE PROJECTS REQUIRING PROGRAMMING ADDITIONS, CORRECTIONS, OR CANCELLATIONS IMPACTING ODOT,OPRD, SMART AND TRIMET (FB18-06-FEB)

BACKGROUND

What this is:

The February 2018 Formal MTIP Amendment bundle contains required changes and updates impacting the Oregon Parks and Recreation Department (OPRD), ODOT, SMART and TriMet. Nine projects are included in the amendment bundle and are summarized in the below table:

| 2018-2021 Metropolitan Transportation Improvement Program Exhibit A to Resolution 18-4870 | | | |
|--|---|--|--|
| Proposed December 2017 Formal Amendment Bundle Amendment Type: FORMAL, FB18-06-FEB Total Number of Projects: 9 | | | |
| ODOT Key | Lead Agency | Project Name | Required Changes |
| #1 21209 NEW | OPRD (State of Oregon Parks and Recreation Department) | Linda's Line at Gateway Green | ADD new project to 2018 MTIP |
| #2 18838 | TriMet | OR99W: Corridor Safety & Access to Transit OR99W: SW Lane St (Portland) - SW Naeve St (Tigard) | CHANGE Name and Mileposts for Project. based on multiple identified project sites. REDUCE Construction phase programming by shifting approximately \$466k to PE to cover PE phase funding shortfall. Scope and total project cost remain unchanged. |
| #3 21255 NEW | ODOT | US26/OR213/OR8 Curb Ramps | ADD new project to 2018 MTIP that will design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards at multiple locations. |
| #4 19531 | ODOT | I-84/I-5: Banfield Interchange | Cost increase: Additional protective screening is required now for three of the Banfield ramps that cross the railroads. The result increases the project cost to \$10,339,343 2h1hc equals a 24% cost increase to the project resulting the formal amendment. |
| #5 19267 | ODOT | OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St | Phase Deletion: The amendment cancels the RW and construction phases for the project and increases the PE phase. The project now has funding programmed only for the PE phase. |
| #6 18779 | ODOT | OR213: SE Lindy St - SE King Rd | Cost increase - Historical Correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes |
| #7 18804 | ODOT | I-205 Johnson Creek Blvd - Glenn Jackson Bridge | Cost increase: Historical correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes |
| #8 19315 NEW | SMART | 5310 FY17 Senior & Disabled | ADD New project to provide Services & facility improvements for elderly and customers (FY17 funding source) |
| #9 19314 NEW | SMART | 5310 FY16 Senior & Disabled | ADD New project to provide Services & facility improvements for elderly and customers (FY16 funding source) |

What is the requested action?

Staff is requesting JPACT approval of the Resolution 18-4870 allowing the formal amendment to move forward for Metro Council approval enabling the nine identified projects to be amended correctly into the 2018 MTIP, and then proceeding to USDOT for final approval.

With the programming actions now completed for HB2017 name projects, and the required technical and clean-up corrections with the new 2018 MTIP and 2018 STIP, formal amendment requests are now returning to required corrective actions prior to a phase obligation, or adding a new discretionary funding awarded project to the MTIP and STIP. The February 2018 Formal Amendment Bundle represents an unique group of project changes. One new project (OPRD’s Key 21209) is being added to the 2018 MTIP is due to a required federal approval step to obligate the federal funds. The project which will construct additional bicycle recreational trails at Gateway Green, are not tied in any way to the Metro commuter trail system. However, due to the federal approval step to obligate the funds, the project is being added to the MTIP.

Two projects obligated all funds in their phases by the end of 2017 and were not carried over into the new 2018 STIP and MTIP. However, the construction phases for both projects experienced additional cost increases requiring subsequent follow-on funding obligations to cover the new costs. The construction phase funding shortfalls were significant enough that they required OTC approval for the added funding. An historical correction to the 2015 MTIP and STIP will occur to reflect the revised total funding in the construction phase and what was actually obligated. A summary of the nine projects being amended is provided in the below tables:

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| 1. Project: <u>Linda’s Line at Gateway Green</u> | |
| Lead Agency: | OPRD (State of Oregon Parks and Recreation Department) |
| ODOT Key Number: | 21209 MTIP ID Number: TBD |
| Project Description: | Linda’s Line at Gateway Green |
| What is changing? | Through this formal amendment, the new project is being added to the 2018 MTIP. |
| Additional Details: | The project is located on the Greenway Gate between I-84 and I-205 in NE Portland. The project will create approximately 1,755 feet of new single-track trail in the reclaimed open spaces of Gateway Green. This will connect an existing trail and complement almost two miles of existing urban single-track. |
| Why a Formal amendment is required? | Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment. |
| Total Programmed Amount: | \$40,250 of federal Recreational Trails Program funding along with \$54,723 local funds will programmed for a total project programmed account of \$94,973 |
| Added Notes: | The Oregon Parks and Recreation Department received the Recreational Trails funding grant to complete the project. The project is not regionally significant, nor provides a connection to the Metro bicycle trail network. However, FHWA requires the project to be programmed in the MTIP and STIP to enable the federal funds to be obligated. Therefore the programming action is in compliance with a required FHWA approval step for the use of the funds. |

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| 2. Project: OR99W: Corridor Safety & Access to Transit <u>OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)</u> | |
| Lead Agency: | TriMet |
| ODOT Key Number: | 18838 MTIP ID Number: 70779 |
| Project Description: | Improve safety active transportation access and transit operations Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals |

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| What is changing? | This amendment revises the project name to clarify the updated project limits. MP limits on OR99W are now MP 10.95 to MP 11.07, at MP 1.96, at MP 6.97, and at MP 10.71. The project funding is adjusted with a total of \$466,118 shifted from the construction phase to support a funding shortfall in the PE phase. The PE phase was intended to be in-house design, but now will be consultant design. The construction phase estimates are now lower than initially estimated. The construction phase can be reduced without needing a scope change. The total project cost remains unchanged. |
| Additional Details: | Project site improvements include: <ul style="list-style-type: none"> - Site 1 at MP 1.96, SW Barbur Blvd at SW Lane/Naito Parkway: Install a Rectangular Flashing Beacon, improve accessibility - Site 2 at MP 6.97, SW Barbur Blvd at SW 53rd Ave: Sidewalk infill - Site 3 at SW Commercial St: Main St- SW 95th Ave: Sidewalk infill - Site 4 at MP 10.71, OR99W at SW Bull Mountain Rd: Sidewalk infill, curb & ramp improvements - Site 5 at MP 10.95 - MP 11.07, OR99W: Naeve St to Beef Bend Rd: Sidewalk infill |
| Why a Formal amendment is required? | Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> - Change in project termini - greater than .25 mile in any direction - Changes to the approved environmental footprint |
| Total Programmed Amount: | The project total programmed amount remains unchanged at \$3,604,999 |
| Added Notes: | |

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| 3. Project: US26/OR213/OR8 Curb Ramps | |
| Lead Agency: | ODOT |
| ODOT Key Number: | 21255 MTIP ID Number: TBD |
| Project Description: | Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards. |
| What is changing? | The amendment adds a new project to the 2018 MTIP. |
| Additional Details: | The project will design and construct curb ramps and pedestrian signals in compliance with ADA requirements at multiple locations which include: <ul style="list-style-type: none"> - In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection - In east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection - On OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro - On OR8 in Hillsboro at the SE Century Blvd & SW 234th Ave intersection - On OR8 in Hillsboro at the SE Brookwood Ave & Tualatin Hwy/OR8 intersection - On OR8 in Hillsboro at the SE 44th Ave & OR8 intersection <p><u>Per the ODOT ADA Program Manager:</u> These locations are from the Plaintiffs in our Settlement Agreement. Section 3 of the Settlement Agreement Section 3 provides that the plaintiffs can direct ODOT in how to spend \$5 million addressing curb ramps and pedestrian signals. ODOT will commit \$5 million to address curb ramps and associated pedestrian signals once ODOT and Plaintiffs have identified locations and/or priorities. The locations in this request are part of the list ODOT received from the Plaintiffs.</p> |
| Why a Formal amendment is required? | Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal MTIP amendment |
| Total Programmed Amount: | The total project programmed amount is \$1,605,000 |
| Added Notes: | |

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| 4. Project: I-84/I-5: Banfield Interchange | |
| Lead Agency: | ODOT |
| ODOT Key Number: | 19351 MTIP ID Number: 70835 |
| Project Description: | Concrete deck overlay & bridge rail retrofit; bridges #08588A, 08588B, 08588C & 08588D. |

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| What is changing? | This amendment adds funding to the project to address additional protective screening that is required now for three of the Banfield ramps that cross the railroads. The requirement emerged through the project development process. The added scope element increases the project cost from \$8,629,000 to \$10,339,343. Funding to support to cost increase will come from the state bridge program and the bridge rail retrofit funds. |
| Additional Details: | <p>The primary work initially identified included concrete overlays of the bridge surface, bridge rail retrofits, 46 joint replacements, and traffic control for the four ramps that connect Interstate 5 with Interstate 84 (Banfield ramps). The need for extensive public outreach was also identified, as each of these ramps will be closed for up to two weeks to allow the concrete overlay to properly cure.</p> <p>During project development, the project team consulted with the railroad and confirmed that protective screening is required for three of the Banfield ramps that cross over railroads.</p> <p>The initial project construction estimate was approximately \$7.5 million. As the project approached final plans, Specifications and Estimates (PS&E), the team estimated the construction costs to be approximately \$9.2 million. Factors contributing to the increase in costs are due to the adding the required protective screening, adding railroad flagging, additional traffic control, and enhanced public involvement. A change management request was completed and approved by the region to document these changes and obtain approval from the bridge program manager.</p> |
| Why a Formal amendment is required? | The result increases the project cost to \$10,339,343 which equals a 24% cost increase to the project resulting the formal amendment. Projects that cost over a million dollars and have cost changes greater than 20% require a formal amendment |
| Total Programmed Amount: | The total project programmed amount increases from \$8,629,000 to \$10,339,343 |
| Added Notes: | OTC approval was required which occurred during their January 2018 meeting. |

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| 5. Project: OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St | |
| Lead Agency: | ODOT |
| ODOT Key Number: | 19267 MTIP ID Number: 70806 |
| Project Description: | Design for 45 curb ramps |
| What is changing? | <p>The amendment updates the PE phase as was actually obligated. PE is increased to address ADA requirements. The project cancels the RW and Construction phases that were previously programmed and re-allocates the funding to the PE phase. The project is now only programmed for Preliminary Engineering activities. The project will move forward as a shelf only project with RW and construction to be determined later. The revised PE phase is now programmed with a total of \$799,707.</p> <p><i>From the OTC Request Letter:</i> The section of Hall Boulevard from Scholls Ferry Road to Hemlock Street is a designated Special Transportation Area (STA) and an Urban Minor Arterial with substandard curb ramps. In 2014, Region received a small amount of funding to address deficient and missing curb ramps in STAs as an early attempt by the Agency to improve Americans with Disabilities Act (ADA) compliance. The budget allocated to this project was \$586,707.</p> <p>A project charter was drafted in February 2016 and approved in March 2016. The project was to design and construct as many ADA curb ramps as possible within the project limits and budget. At the time the charter was signed, Oregon Department of Transportation (ODOT) was in process of finalizing the ADA Transition Plan. This plan identified an approach for prioritizing ADA upgrades on Oregon Department of</p> |

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| | <p>Transportation (ODOT) facilities.</p> <p>When the curb ramp inventory was completed late last year, it identified 35 deficient curb ramps and 10 missing curb ramps. Following the guidance of the ADA Transition Plan, the project team focused on addressing ten missing curb ramps with the funds available. A change management request (CMR) was approved in December 2016 to change the delivery method from in-house design to outsourced delivery and approve the project approach to be consistent with the ADA Transition Plan. The consultant design team analyzed the 10 missing ADA curb ramps and estimated only 8 of the 10 could be design and constructed within the programmed STIP budget. This information prompted a discussion with Region 1 Management, Staff and the ODOT State Traffic/Roadway Engineer responsible for the ADA Program, exploring three options to consider for moving the project forward:</p> <ol style="list-style-type: none"> 1. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the missing curb ramps. This would only address 8 of the 45 deficient ramps in the corridor. 2. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the 'lower cost' curb ramps thus increasing the number of curb ramps addressed by the project. This would address approximately 14 of the 45 deficient curb ramps. 3. Complete design of all 45 curb ramps, as identified in the inventory mentioned above and pursue future funding opportunities to construct the ramps at once, or at least in longer segments, and potentially at a lower future cost given the ADA pilot construction methods begin explored by technical services. This would address all 45 deficient curb ramps within the project limits of the STA. <p>ODOT staff recommended pursuing option 3 to design a shelf ready project. This proposal includes a commitment to seek and secure future funding for right-of-way and construction. This approach requires reallocation of project right-of-way and construction funds to preliminary engineering and the addition of \$213,000 from the statewide ADA Program consistent with this request.</p> |
| Additional Details: | <p>The PE phase funding is now all in a prior obligated year in the MTIP. The project data will be maintain and updated as required if subsequent PE obligations occur. However, because all funding is now in the prior obligated years, the project will not show up in the active 2018 MTIP. When the RW and construction phase funding is ready to add to the project in the current active years (2018-2021), then the project will be listed in the active 2018 MTIP.</p> |
| Why a Formal amendment is required? | <p>Within the MTIP/STIP Amendment Matrix, PE, RW, UR and Other phases may be canceled and reprogrammed elsewhere via an Administrative Modification. The Construction phase cannot be canceled using an Administrative Modification. Canceling the construction phase for a project requires a formal MTIP amendment</p> |
| Total Programmed Amount: | <p>The total programmed amount for the project increases from \$731,206 to \$799,707</p> |
| Added Notes: | <p>OTC approval was required and occurred during their January 2018 meeting.</p> |

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| 6. Project: OR213: SE Lindy St – SE King St | |
| Lead Agency: | ODOT |
| ODOT Key Number: | 18779 MTIP ID Number: 70709 |
| Project Description: | Pavement grind and inlay, sidewalk infill and curb ramp upgrades. |
| What is changing? | The obligated construction phase required a subsequent construction phase obligation to address a funding shortfall that emerged in the construction phase. |

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| | <p><i>From the OTC Request Letter:</i> The Oregon 213 (SE 82nd Avenue): Southeast Lindy Street to Southeast King Road project was originally scoped and programmed as a grind and inlay paving project including ADA upgrades to 40 curb ramps with little to no estimated right of way impact.</p> <p>The update project construction will repave the severely deteriorated pavement surface and upgrade 64 curb ramps to American Disabilities Act (ADA) standards. The project is 0.84 miles in length and covers 5 travel lanes.</p> <p>Region 1 first appeared before the Oregon Transportation Commission (OTC) on April 20, 2017. The Region, requested an increase of \$1,117,503 for preliminary engineering and construction phases to add additional ADA ramps and pavement repair, which was approved. For details, please see the letter which can be found at: (http://www.oregon.gov/ODOT/GetInvolved/OTCSupportMaterials/Agenda_F5_OR213_SE_Lindly_St_SE_King_Rd_Ltr.pdf).</p> <p>The project was bid on November 30, 2017. The project received four bids, with the lowest responsive bid at approximately 21% higher than Oregon Department of Transportation's (ODOT) final engineer's estimate for construction. Comparison of the ODOT and contractor estimates determined that the cost increases can be primarily attributed to bid items associated with new ADA Curb Ramp & Temporary Pedestrian Accessibility Route (TPAR) requirements:</p> <ul style="list-style-type: none"> • Mobilization (+28%) • Temporary Protection and Direction of Traffic (+43%) • Traffic Control Supervisors (+115%) • Removal of Walks and Driveways (+150%) • Aggregate Base (+150%) • Retrofit Concrete Sidewalk Ramps (+60%) <p>Funding for this project will come from cost savings realized from a Region 1 project, Mount Hood Safety Project.</p> |
| Additional Details: | <p>The total project cost increases from \$4,933,339 to \$6,536,308 and represents 32% cost increase to the project. Because the construction phase was obligated during 2017, all programmed phases were then obligated and the project was not required to be carried over into the 2018 MTIP. However, since the cost increase is significant and above 20%, and required OTC action, a historical correction to the project in the 2015 MTIP via a formal amendment was deemed required for accounting purposes. Upon approval of this formal amendment, the project in the 2015 MTIP will be updated with the correct total programming and obligation amount for the impacted phases for accounting purposes.</p> |
| Why a Formal amendment is required? | <p>The cost increase exceeds the 20% threshold for projects that cost \$1 million or greater. The Amendment Matrix requires a formal MTIP amendment for cost changes greater than 20%.</p> |
| Total Programmed Amount: | <p>The amendment results in a total programmed amount that increases from \$4,933,339 to \$6,536,308</p> |
| Added Notes: | <p>OTC approval was required for this cost increase which occurred during their January 2018 meeting.</p> |

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| 7. Project: | I-205 Johnson Creek Blvd - Glenn Jackson Bridge | | |
| Lead Agency: | ODOT | | |
| ODOT Key Number: | 18804 | MTIP ID Number: | 70767 |
| Project Description: | Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9 | | |

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| | including ramps. Repair or replace bridge joints. Install ADA ramps. |
| What is changing? | <p>Similar action that is occurring to the previous project. The construction phase required a significant funding increase and subsequent phase obligation. This amendment provides a historical correction to the 2015 MTIP and corrects the construction programming and total obligation for the phase.</p> <p><u>From the OTC Request Letter:</u> Request approval to amend the 2018 -2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge project due to higher than expected final bid.</p> <p>There were approximately 350 bid items. Some were higher and others lower than ODOT's estimates. ODOT staff performed a detailed comparison of bid items to determine which funding program is responsible for cost overruns. The overall cost increases as compared to the lowest responsive bid are primarily attributed to the following items:</p> <ul style="list-style-type: none"> - Mobilization: \$2,300,000 to \$2,632,686, an increase of \$332,686 (+14%) - Traffic Control: \$2,251,286 to \$3,301,624, an increase of \$1,050,338 (+47%) - Asphalt: \$5,554,550 to \$6,997,002, an increase of \$1,442,452 (+26%) - Construction Engineering: \$2,453,000 to \$4,500,000, an increase of \$2,047,000 (+45%) <p>The total needed in the construction phase to award the contract will be derived from two sources:</p> <ul style="list-style-type: none"> - Reallocate \$955,883 of funding from the Region 1 Enhance Program. - Reallocate \$2,589,303 of funding from the statewide Interstate Maintenance (IM) funding through savings on other IM projects. |
| Additional Details: | With the construction phase obligating during 2017, all phases were obligated by the end of 2017. The project not carried over into the n2018 MTIP and STIP. This amendment will allow the required historical correction to occur in the 2015 MTIP and STIP to increase the construction phase to its correction funding and obligation levels. |
| Why a Formal amendment is required? | Although the cost increase was only 15% and below the 20% threshold, The cost increase did require a full amendment to OTC for approval. For consistency purposes, the cost increase and correction is being processed as a formal amendment since ODOT was also required to complete a full amendment with OTC. |
| Total Programmed Amount: | The total project programmed amount increases from \$30,519,543 to \$35,058,987 |
| Added Notes: | OTC approval was required for this item which occurred during their January 2018 meeting. |

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| 8. Project: | 5310 FY17 - Senior & Disabled |
| Lead Agency: | SMART |
| ODOT Key Number: | 19315 |
| MTIP ID Number: | TBD |
| Project Description: | Services & Facility Improvements for Elderly & Disabled Customers FY17 |
| What is changing? | The amendment adds a new project to the 2018 MTIP. |
| Additional Details: | A review of SMART's 5310 past funding and obligations revealed additional 5310 available to the agency. This amendment adds available 5310 funding from FY 2017 for SMART to access in support of their 5310 program of services to the elderly and disabled. |
| Why a Formal amendment is required? | Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal MTIP amendment |
| Total Programmed Amount: | The total project programmed amount is \$20,636 |
| Added Notes: | Prior FTA review and approval received. |

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| 9. Project: 5310 FY16 - Senior & Disabled | |
| Lead Agency: | SMART |
| ODOT Key Number: | 19314 |
| MTIP ID Number: | TBD |
| Project Description: | Services & Facility Improvements for Elderly & Disabled Customers FY16 |
| What is changing? | The amendment adds a new project to the 2018 MTIP. |
| Additional Details: | A review of SMART's 5310 past funding and obligations revealed additional 5310 available to the agency. This amendment adds available 5310 funding from FY 2016 for SMART to access in support of their 5310 program of services to the elderly and disabled. |
| Why a Formal amendment is required? | Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal MTIP amendment |
| Total Programmed Amount: | The total project programmed amount is \$20,008 |
| Added Notes: | Prior FTA review and approval received. |

Note: The below Amendment Matrix is included as a reference the rules and justification for Formal Amendment and Administrative Modifications that the MPOs and ODOT must follow.

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

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

- | <u>Action</u> | <u>Target Date</u> |
|---|-----------------------|
| • Initiate the required 30-day public notification process..... | January 26, 2018 |
| • TPAC notification and approval recommendation..... | February 2, 2018 |
| • JPACT approval and recommendation to Council..... | February 15, 2018 |
| • Completion of public notification process..... | February 26, 2018 |
| • Metro Council approval..... | March 1, 2018* |

*Note: If any significant public comments are received that are deemed necessary for review by JPACT, the impacted projects or complete amendment will be pulled from the Metro Council agenda and returned to JPACT for their review and direction.

USDOT Approval Steps:

| <u>Action</u> | <u>Target Date</u> |
|--|--------------------|
| • Metro development of amendment narrative package | March 5 , 2018 |
| • Amendment bundle submission to ODOT for review..... | March 6, 2018 |
| • Submission of the final amendment package to USDOT | March 16, 2018 |
| • ODOT clarification and approval..... | Mid March , 2018 |
| • USDOT clarification and final amendment approval..... | Early April 2018 |

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. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT recommends the approval of Resolution 18-4870.

JPACT approval recommendation 2/15/2018)

TPAC approval recommendation 2/2/2018)

Attachment: Project Location Maps

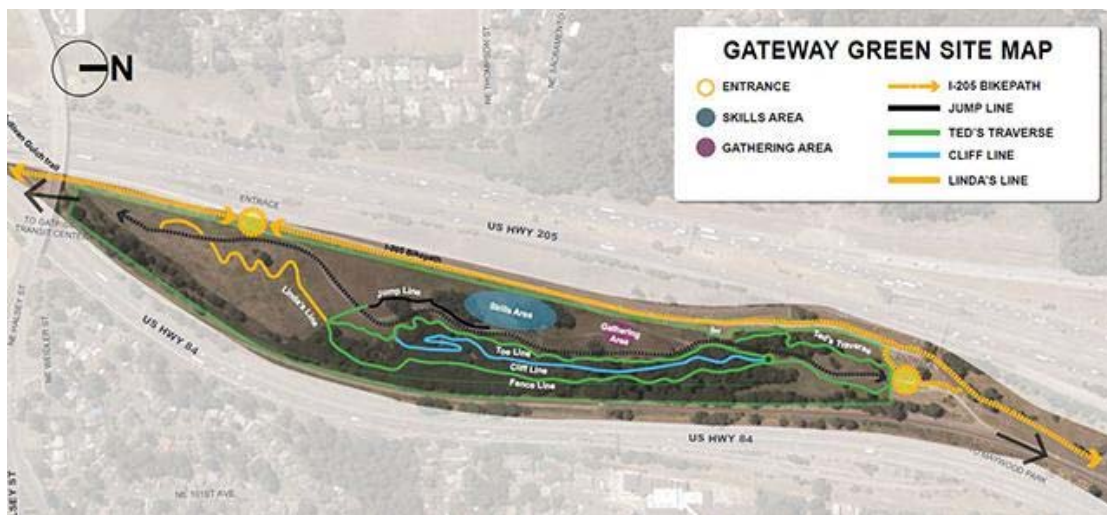
Date: Friday, February 15, 2018
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to February 2018 MTIP Formal Amendment Staff Report in support of
Resolution 18-4870 – Project Location Maps & OTC letters as applicable

BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for the applicable projects

Key 21209

Linda's Line at Gateway Green, State of Oregon Parks and Recreation Department

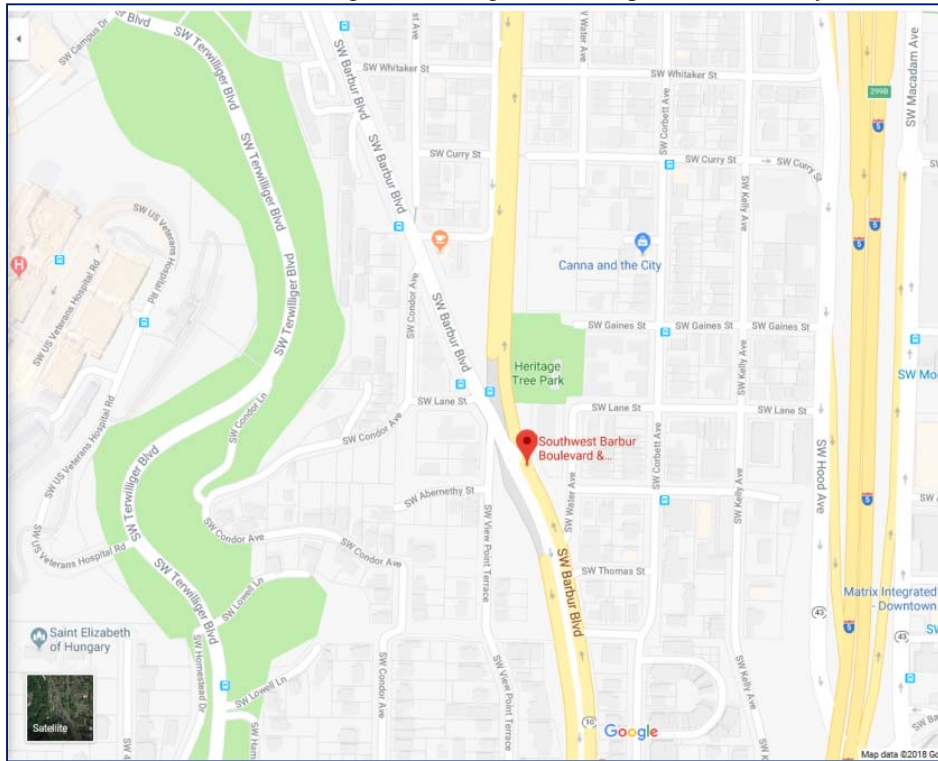


Key 18838

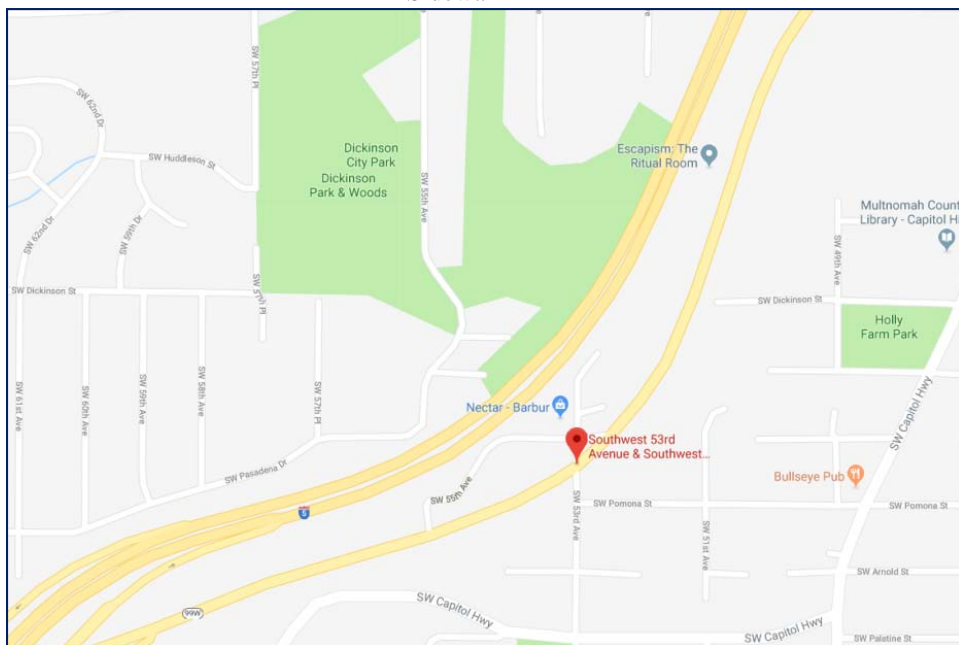
OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)

Site 1

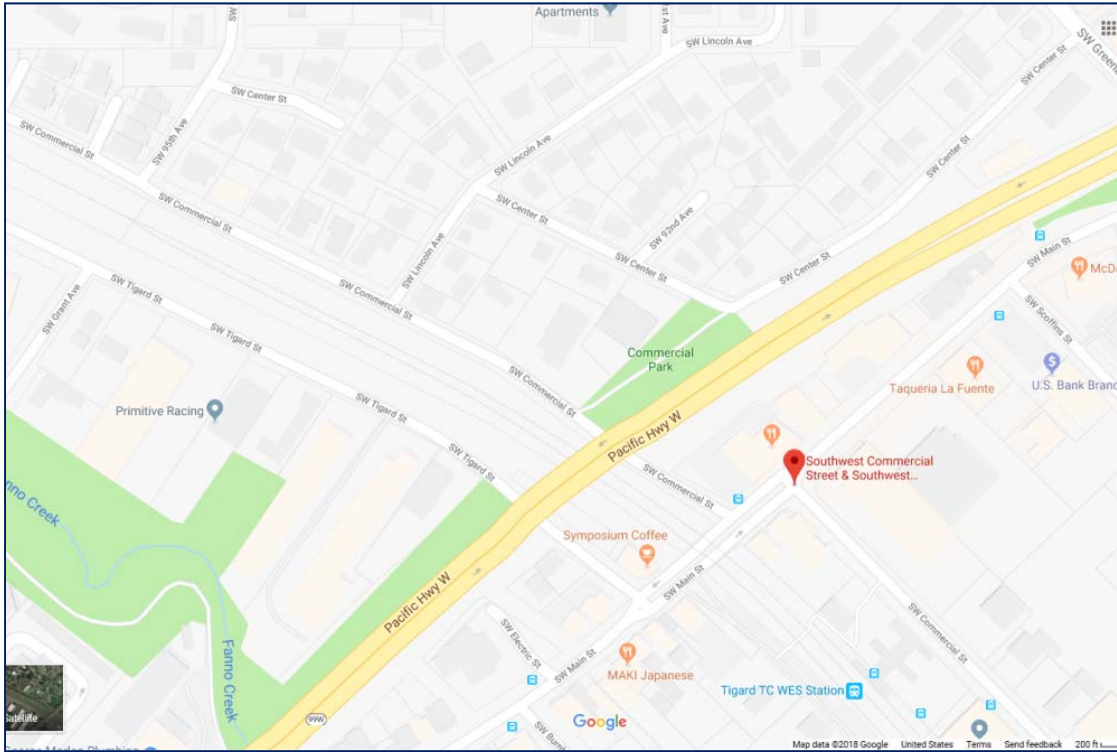
Site 1 at MP 1.96, SW Barbur Blvd at SW Lane/Naito Parkway:
Install a Rectangular Flashing Beacon, improve accessibility



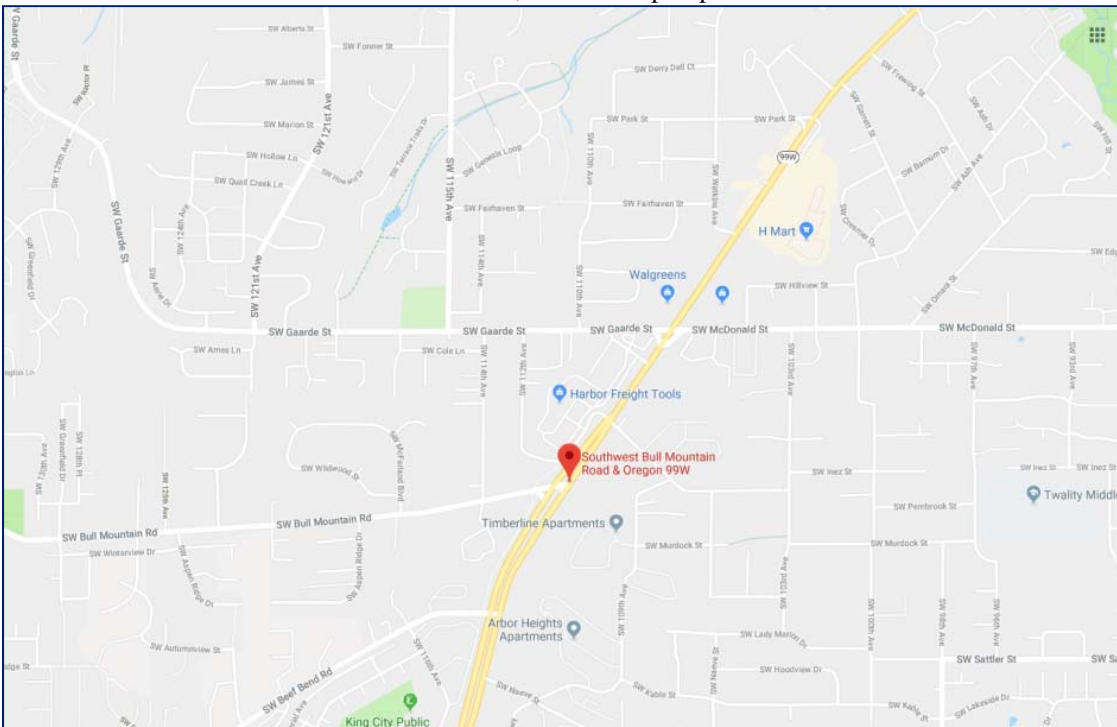
Site 2 at MP 6.97, SW Barbur Blvd at SW 53rd Ave:
Sidewalk infill



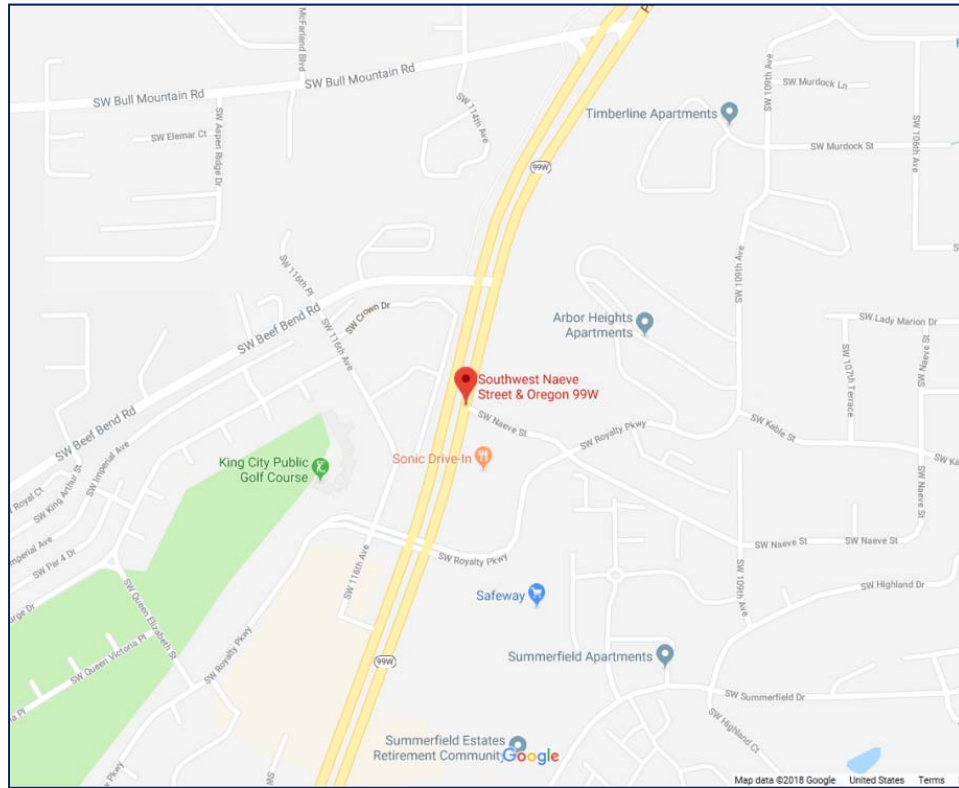
Site 3 at SW Commercial St: Main St- SW 95th Ave:
Sidewalk infill



Site 4 at MP 10.71, OR99W at SW Bull Mountain Rd:
Sidewalk infill, curb & ramp improvements



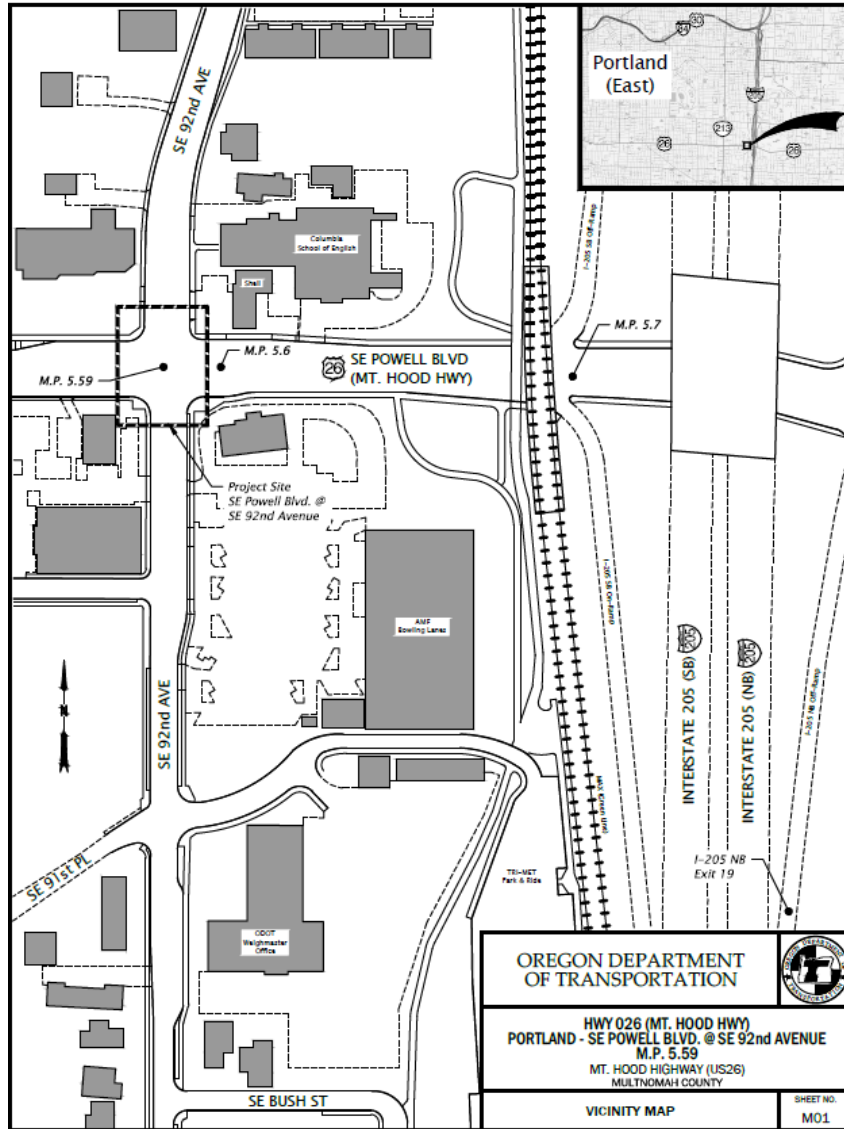
Site 5 at MP 10.95 - MP 11.07, OR99W: Naeve St to Beef Bend Rd: Sidewalk infill



Key 21255

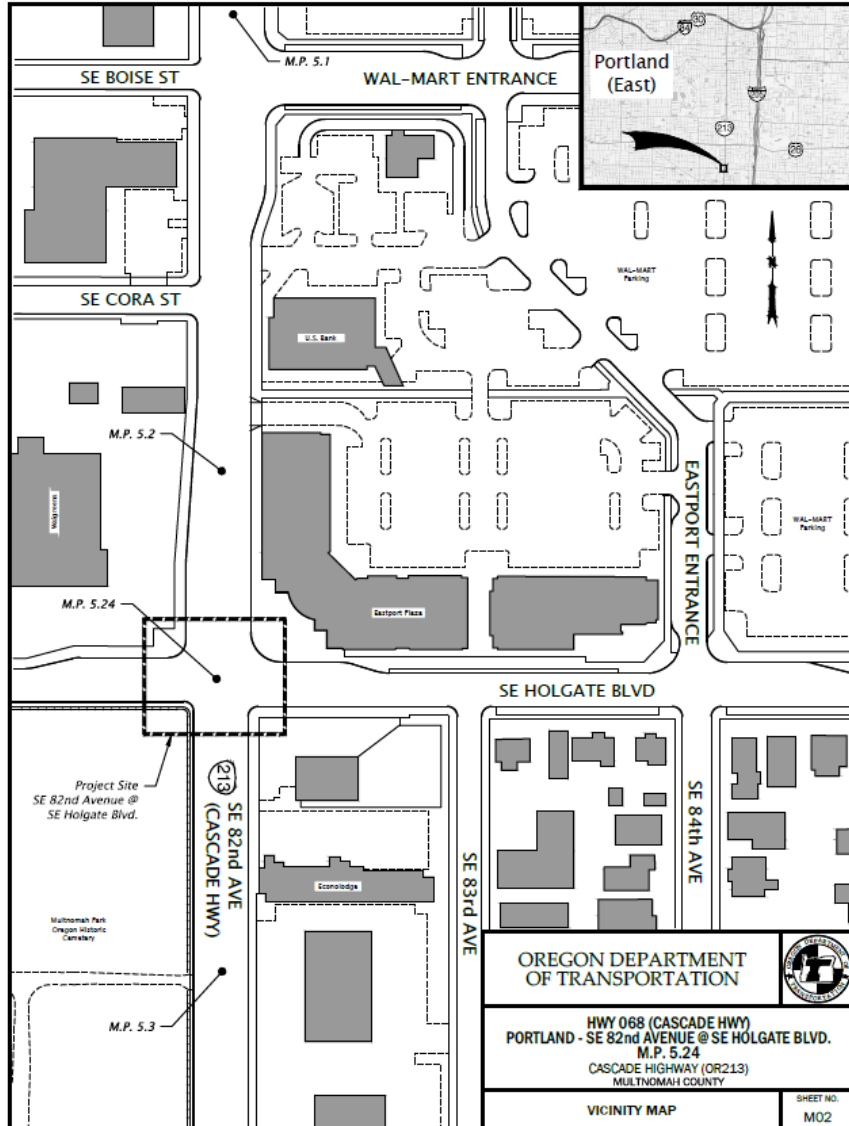
US26/OR213/OR8 Curb Ramps

In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection



Key 21255

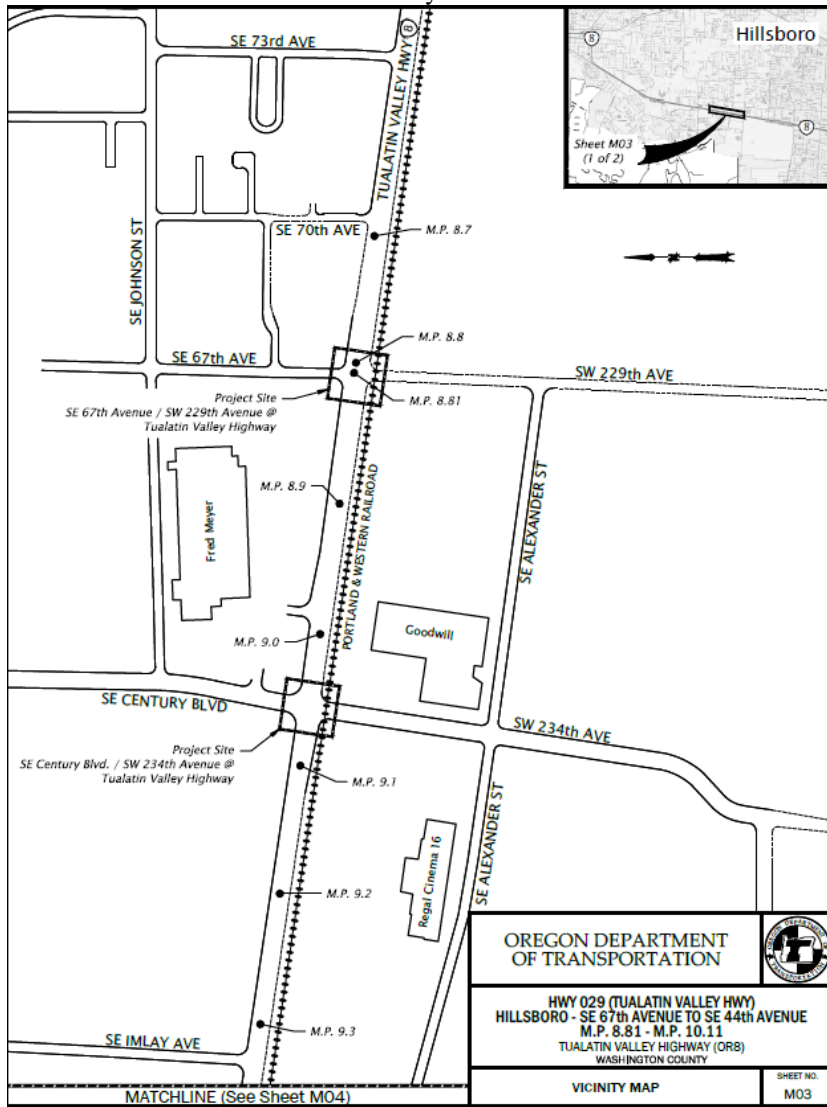
In east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection



Key 21255

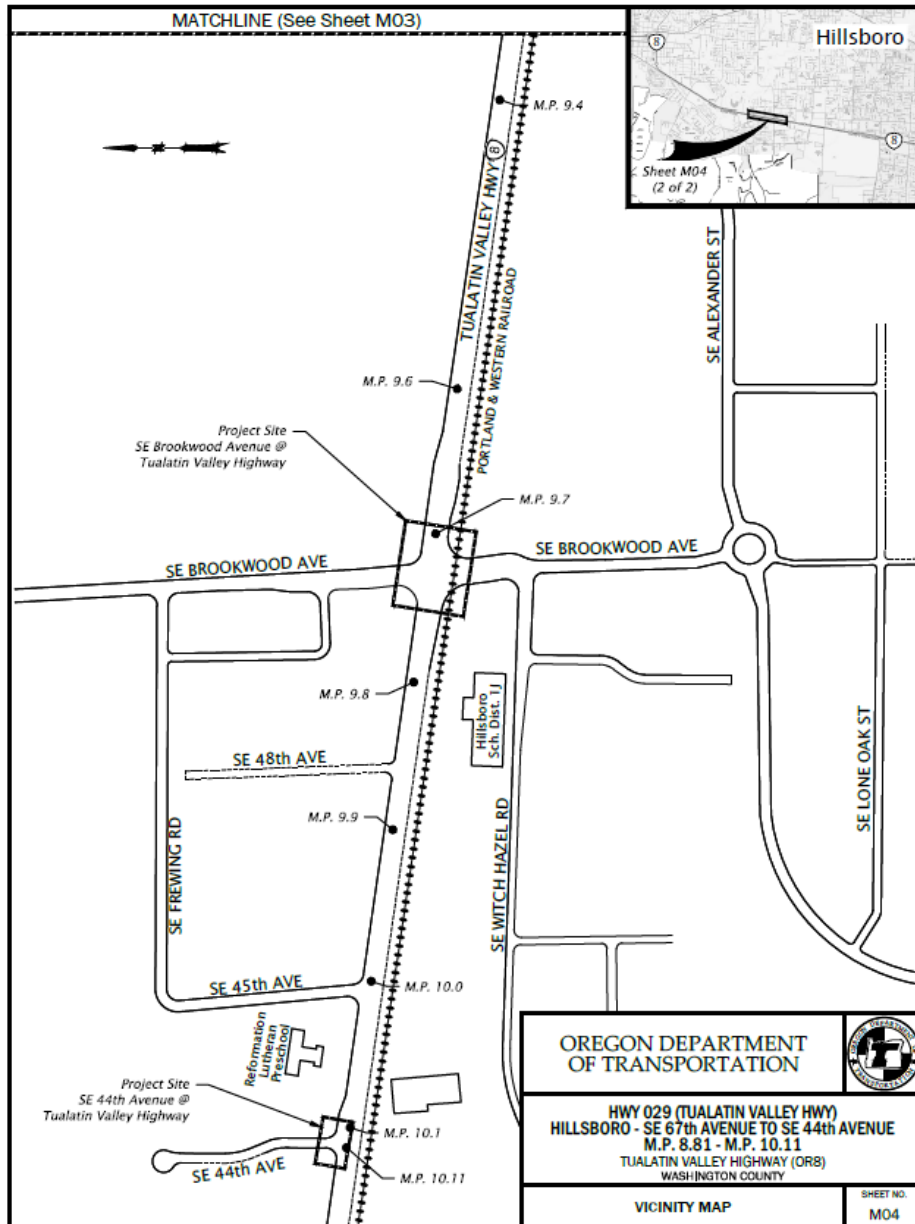
On OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro
and

On OR8 in Hillsboro at the SE Century Blvd & SW 234th Ave intersection

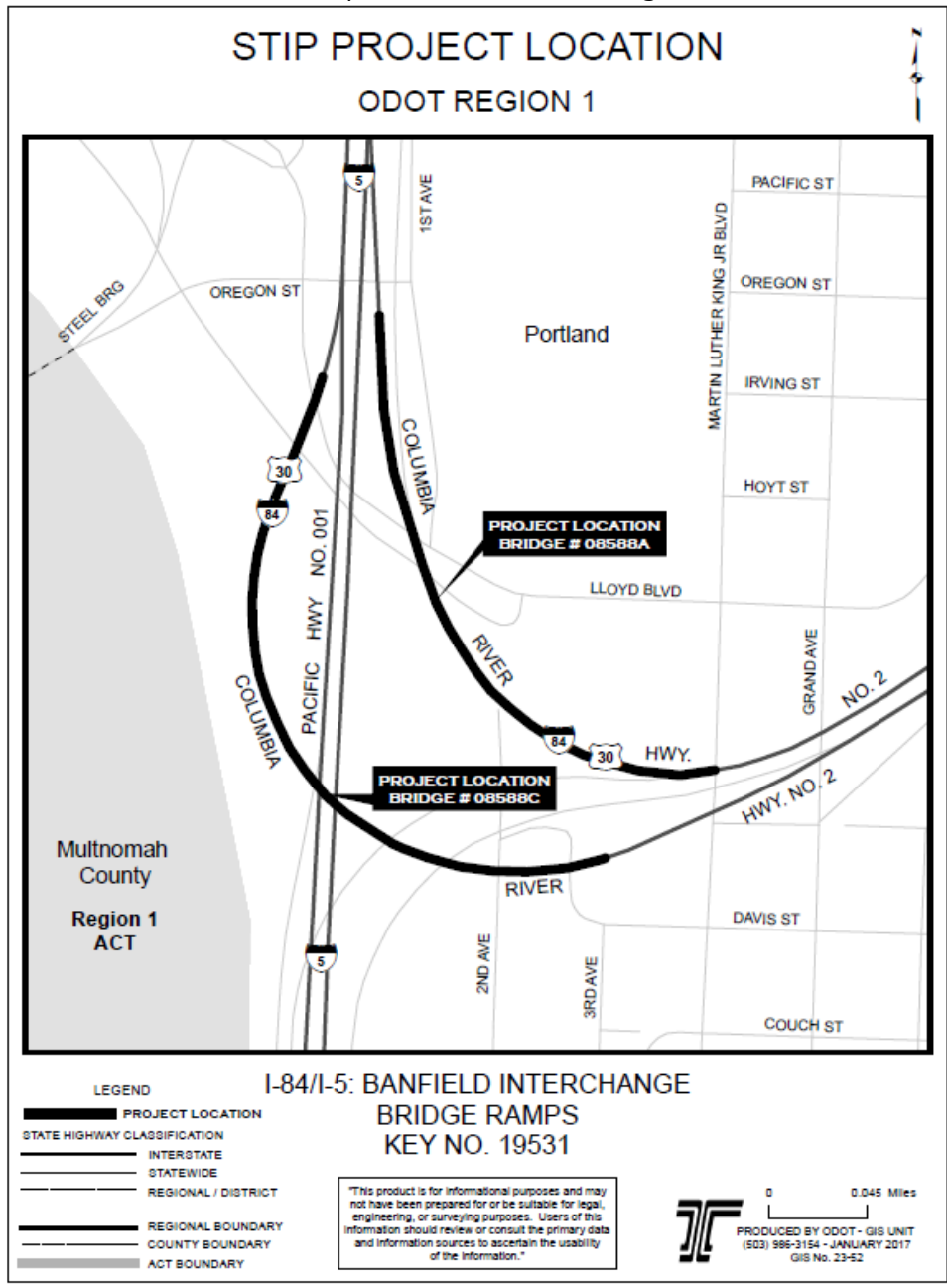


Key 21255

On OR8 in Hillsboro at the SE Brookwood Ave & Tualatin Hwy/OR8 intersection
and
On OR8 in Hillsboro at the SE 44th Ave & OR8 intersection



Key 19351
 I-84/I-5: Banfield Interchange





Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MTIP
355 Capitol St
Salem, OR 97301-3000

DATE: January 5, 2018
TO: Oregon Transportation Commission

From: Matthew L. Garrett
Director

SUBJECT: **Agenda K** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the funding for the construction phase of the Interstate 84/Interstate 5: Banfield Interchange project

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the funding for the construction phase of the Interstate 84/Interstate 5: Banfield Interchange project, located in Region 1. The total estimated cost of this project will increase from \$8,629,000 to \$10,339,343.

Additional funding will come from the state bridge program and the bridge rail retrofit funds.

STIP amendment funding summary

| Project | Current Funding | Proposed Funding |
|--|---------------------|---------------------|
| Interstate 84/Interstate 5: Banfield Interchange | \$8,629,000 | \$10,339,343 |
| State bridge program - FFY 2019 | \$6,965,997 | \$5,942,464 |
| Bridge rail retrofit funds – FFY 2020 | \$1,500,000 | \$813,190 |
| TOTAL | \$17,094,997 | \$17,094,997 |

Project to increase funding:

| Interstate 84/Interstate 5: Banfield interchange (KN: 19531) | | | |
|--|------|--------------------|---------------------|
| PHASE | YEAR | COST | |
| | | Current | Proposed |
| Planning | N/A | \$0 | \$0 |
| Preliminary Engineering | 2016 | \$1,104,000 | \$1,104,000 |
| Right of Way | N/A | \$0 | \$0 |
| Utility Relocation | N/A | \$0 | \$0 |
| Construction | 2018 | \$7,525,000 | \$9,235,343 |
| Other | N/A | \$0 | \$0 |
| TOTAL | | \$8,629,000 | \$10,339,343 |

Projects to be reduced:

| State bridge program FFY 2019 (K20862) | | | |
|---|-------------|--------------------|--------------------|
| PHASE | YEAR | COST | |
| | | Current | Proposed |
| Planning | N/A | \$0 | \$0 |
| Preliminary Engineering | N/A | \$0 | \$0 |
| Right of Way | N/A | \$0 | \$0 |
| Utility Relocation | N/A | \$0 | \$0 |
| Construction | N/A | \$0 | \$0 |
| Other | 2019 | \$6,965,997 | \$5,942,464 |
| TOTAL | | \$6,965,997 | \$5,942,464 |

| Bridge rail retrofit funds - FFY 2020 (K20086) | | | |
|---|-------------|--------------------|------------------|
| PHASE | YEAR | COST | |
| | | Current | Proposed |
| Planning | N/A | \$0 | \$0 |
| Preliminary Engineering | N/A | \$0 | \$0 |
| Right of Way | N/A | \$0 | \$0 |
| Utility Relocation | N/A | \$0 | \$0 |
| Construction | 2020 | \$1,500,000 | \$813,190 |
| Other | N/A | \$0 | \$0 |
| TOTAL | | \$1,500,000 | \$813,190 |

Background:

The primary work initially identified included concrete overlays of the bridge surface, bridge rail retrofits, 46 joint replacements, and traffic control for the four ramps that connect Interstate 5 with Interstate 84 (Banfield ramps). The need for extensive public outreach was also identified, as each of these ramps will be closed for up to two weeks to allow the concrete overlay to properly cure.

During project development, the project team consulted with the railroad and confirmed that protective screening is required for three of the Banfield ramps that cross over railroads.

The initial project construction estimate was approximately \$7.5 million. As the project approached final Plans, Specifications and Estimates (PS&E), the team estimated the construction costs to be approximately \$9.2 million. Factors contributing to the increase in costs are due to the adding the required protective screening, adding railroad flagging, additional traffic control, and enhanced public involvement. A change management request was completed and approved by the region to document these changes and obtain approval from the bridge program manager.

With Commission approval, the project will go to bid for construction. Without approval, the project design will be shelved and the condition of the ramp decks will continue to deteriorate leading to structural deficiency of the ramps and significantly more repair work in the future. One alternative option for the Commission would be to eliminate one (or more) ramps from the project, which could

Aganda_K_2018-2021_STIP_Amendment_I-84_I-5_Banfield_Interchange_itr.docx
1/20/2018

Oregon Transportation Commission
January 5, 2018
Page 3

bring the cost within the budget, however this would not address deteriorating ramp conditions. ODOT would also not be able to leverage contractor mobilization and roadway closures for construction.

Attachments:

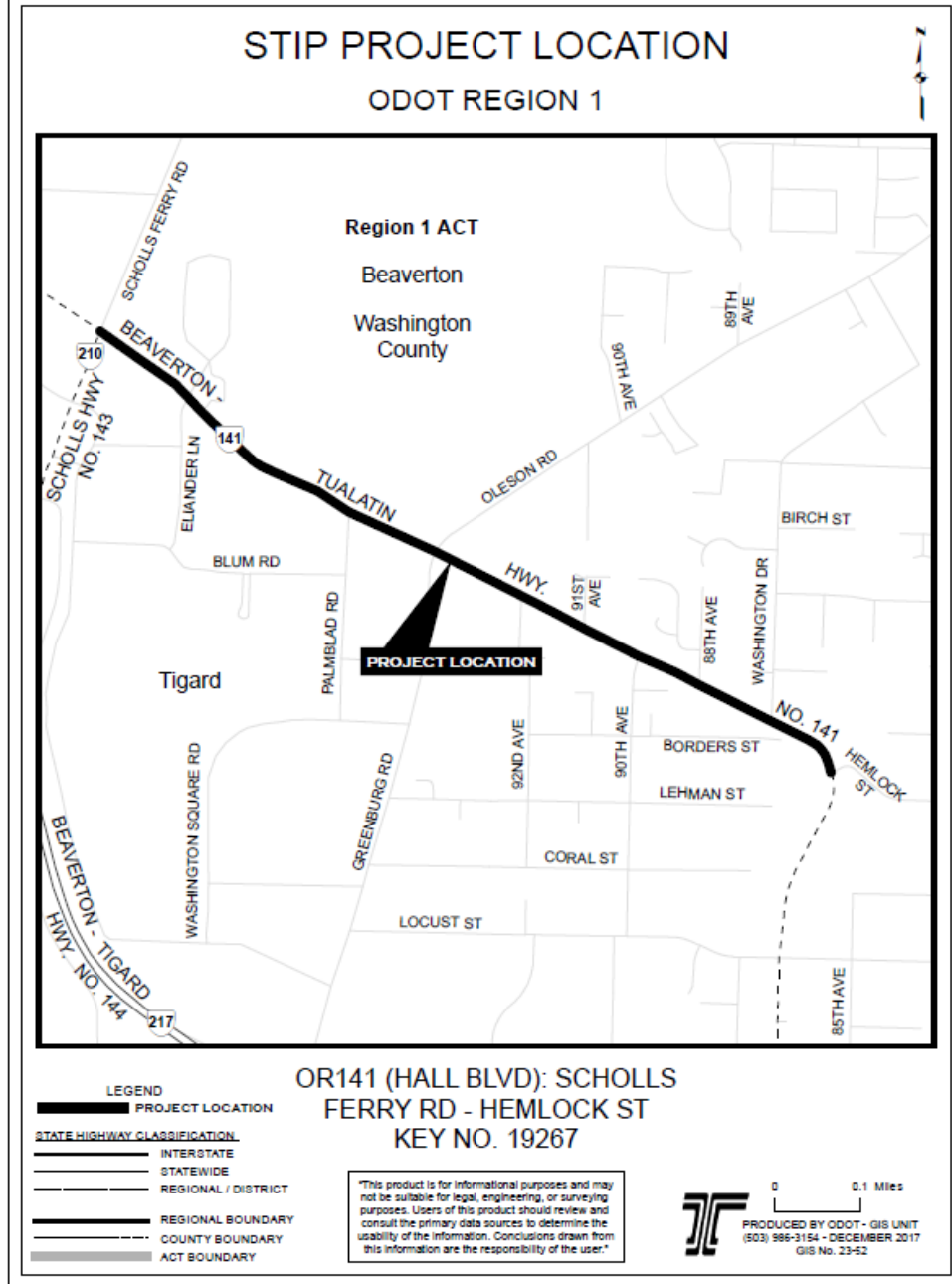
- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

| | | | |
|------------------|----------------|-------------------|----------------|
| Jerri Bohard | Travis Brouwer | Tom Fuller | Bob Gebhardt |
| Rian Windsheimer | Paul Mather | McGregor Lynde | Lynn Averbek |
| Jeff Flowers | Amanda Sandvig | Vaughan Rademeyer | Arlene Santana |
| Rachelle Nelson | | | |

Key 19267

OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St



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Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 5, 2018

TO: Oregon Transportation Commission
[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: Consent 9 - Amend the 2018 - 2021 Statewide Transportation Improvement Program (STIP) to increase the preliminary engineering phase and cancel the right-of-way and construction phases on Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the preliminary engineering phase and cancel the construction and right-of-way phases to change the Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street in Region 1 to a shelf project.

- Add \$213,000 to the preliminary engineering phase from the Americans with Disabilities Act (ADA) lawsuit settlement funds.
- Cancel the right-of-way phase and re-allocate \$150,000 to the preliminary engineering phase.
- Cancel the construction phase and re-allocate \$126,707 to the preliminary engineering phase.

The total estimated cost of this project is \$799,707 for preliminary engineering only.

STIP amendment funding summary

| Project | Current Funding | Proposed Funding |
|---|--------------------|--------------------|
| Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street | \$586,707 | \$799,707 |
| Fix-it Americans with Disabilities Act Funding 2019 to 2021 | \$6,684,919 | \$6,471,919 |
| TOTAL | \$7,271,626 | \$7,271,626 |

Project to be increased

| Oregon 141 (Hall Blvd): Scholls Ferry Rd - Hemlock St (KN: 19267) | | | |
|---|------|------------------|------------------|
| PHASE | YEAR | COST | |
| | | Current | Proposed |
| Preliminary Engineering | 2015 | \$310,000 | \$799,707 |
| Right of Way | 2018 | \$150,000 | \$0 |
| Utility Relocation | N/A | \$0 | \$0 |
| Construction | 2018 | \$126,707 | \$0 |
| TOTAL | | \$586,707 | \$799,707 |

Consent_09_2018-2021_STIP_Amend_Hall_Blvd_Scholls_Hemlock_itr.docx
1/10/2018

Oregon Transportation Commission
 January 5, 2018
 Page 2

| FIX-IT ADA FUNDING FFY 2019-2021 (KN: 20367) | | | |
|---|-------------|--------------------|--------------------|
| PHASE | YEAR | COST | |
| | | Current | Proposed |
| Preliminary Engineering | N/A | \$0 | \$0 |
| Right of Way | N/A | \$0 | \$0 |
| Utility Relocation | N/A | \$0 | \$0 |
| Construction | 2018 | \$6,684,919 | \$6,471,919 |
| TOTAL | | \$6,684,919 | \$6,471,919 |

Background:

The section of Hall Boulevard from Scholls Ferry Road to Hemlock Street is a designated Special Transportation Area (STA) and an Urban Minor Arterial with substandard curb ramps. In 2014, Region received a small amount of funding to address deficient and missing curb ramps in STAs as an early attempt by the Agency to improve Americans with Disabilities Act (ADA) compliance. The budget allocated to this project was \$586,707.

A project charter was drafted in February 2016 and approved in March 2016. The project was to design and construct as many ADA curb ramps as possible within the project limits and budget. At the time the charter was signed, Oregon Department of Transportation (ODOT) was in process of finalizing the ADA Transition Plan. This plan identified an approach for prioritizing ADA upgrades on Oregon Department of Transportation (ODOT) facilities.

When the curb ramp inventory was completed late last year, it identified 35 deficient curb ramps and 10 missing curb ramps within the project area. Following the guidance of the ADA Transition Plan, the project team focused on addressing ten missing curb ramps with the funds available. A change management request (CMR) was approved in December 2016 to change the delivery method from in-house design to outsourced delivery and approve the project approach to be consistent with the ADA Transition Plan. The consultant design team analyzed the 10 missing ADA curb ramps and estimated only 8 of the 10 could be designed and constructed within the programmed STIP budget. This information prompted a discussion with Region 1 Management, Staff and the ODOT State Traffic/Roadway Engineer responsible for the ADA Program, exploring three options to consider for moving the project forward:

1. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the missing curb ramps. This would only address eight of the 45 deficient ramps in the project area.
2. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the 'lower cost' curb ramps thus increasing the number of curb ramps addressed by the project. This would address approximately 14 of the 45 deficient curb ramps.

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3. Complete design of all 45 curb ramps, as identified in the inventory mentioned above and pursue future funding opportunities to construct the ramps at once, or at least in longer segments, and potentially at a lower future cost given the ADA pilot construction methods being explored by ODOT technical services. This would address all 45 deficient curb ramps within the project limits of the STA.

ODOT staff recommends pursuing option 3 to design a shelf-ready project. This proposal includes a commitment to seek and secure future funding for right-of-way and construction. This approach requires reallocation of project right-of-way and construction funds to preliminary engineering and the addition of \$213,000 from the statewide ADA Program consistent with this request.

With Commission approval, the project can move forward as a shelf-ready project. If this change is not approved, the project will design and construct eight ADA curb ramps within the project area.

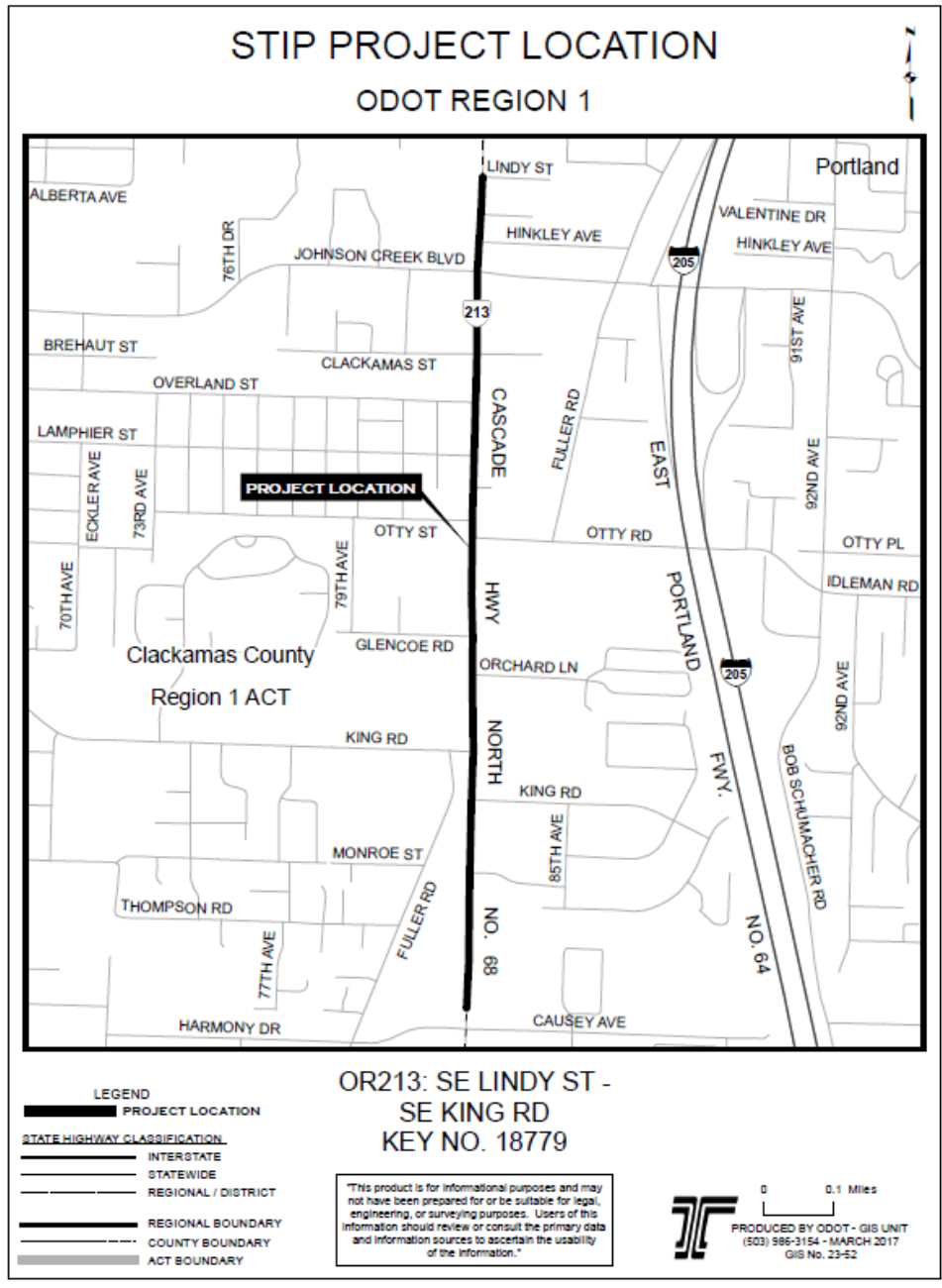
Attachment:

- Attachment 1 – Location and Vicinity Maps

Copies to:

| | | | |
|----------------|------------------|--------------|--------------------|
| Jerri Bohard | Travis Brouwer | Tom Fuller | Bob Gebhardt |
| Paul Mather | Rian Windsheimer | David Kim | Jeff Flowers |
| Mac Lynde | Arlene Santana | Jon Makler | Talena Adams |
| Amanda Sandvig | Ana Jovanovic | Lindsay Higa | Vaughan Radermeyer |
| Katie Parlette | Lisa Strader | | |

Key 18779
 OR213: SE Lindy St - SE King St



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Oregon

Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: January 5, 2018

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda J - Amend 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for Oregon 213: Southeast Lindy Street to Southeast King Road Project by \$1,449,007.**

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add \$1,449,007 to the construction phase of the Oregon 213: Southeast Lindy Street to Southeast King Road project. The total estimated project cost will increase from \$5,087,301 to \$6,536,308.

Funding for this project will come from cost savings realized from the Region 1 Mount Hood Safety Project. A balance of \$1,643,000 in remaining funds can be re-allocated to fund this project increase.

Project to increase funding

| Oregon 213: SE LINDY ST - SE KING RD (KN 18779) | | | |
|--|-------------|--------------------|--------------------|
| PHASE | YEAR | COST | |
| | | Current | Proposed |
| Planning | N/A | \$0 | \$0 |
| Preliminary Engineering | 2014 | \$743,072 | \$743,072 |
| Right of Way | 2016 | \$1,452,335 | \$1,452,335 |
| Utility Relocation | N/A | \$0 | \$0 |
| Construction | 2017 | \$2,891,894 | \$4,340,901 |
| Other | N/A | \$0 | \$0 |
| TOTAL | | \$5,087,301 | \$6,536,308 |

Background:

The Oregon 213 (SE 82nd Avenue): Southeast Lindy Street to Southeast King Road project was originally programmed in the 2012-2015 STIP as a 0.84 mile pavement restoration project on Oregon 213 (SE 82nd Ave) in north Clackamas County. Funding for this project was originally provided by the Region 1 Preservation Program.

The primary purpose of the project is to restore the badly deteriorating, five lane wide pavement section along 82nd Ave. This highway is parallel to Interstate 205 and serves as an alternate route

Agenda_J_2018-2021_STIP_Amendment_Lindy_King_itr.docx
1/12/2018

Oregon Transportation Commission
January 5, 2018
Page 2

during the peak hours or closures. In addition, the project will upgrade a total of 64 non-compliant American Disabilities Act (ADA) curb ramps and provide access management.

The project was advertised on November 9, 2017 and bids were opened on November 30, 2017. The project received four bids:

| | |
|------------------------------|----------------|
| Brown Contracting Inc | \$3,322,748.40 |
| Wildish Standard Paving Co | \$3,709,715.91 |
| M.J. Hughes Construction Inc | \$3,873,204.17 |
| James W. Fowler Co | \$4,489,197.06 |

The lowest bid from Brown Contracting Inc was approximately 13% above the Oregon Department of Transportation's (ODOT) construction estimate, but this bid was rejected and determined to be non-responsive due to the contractor's Disadvantaged Business Enterprise (DBE) commitments. The second low bidder, Wildish Standard Paving Co, was determined to be the lowest responsive bid at approximately 21% higher than the ODOT final engineer's estimate for construction. The new total construction cost based on the contractor's bid is \$4,340,901 which also includes construction engineering, anticipated items and contingency. Subject to Oregon Transportation Commission approval of this request for funding increase, ODOT intends to award this contract in January 2017.

The ODOT Office of Project Letting conducted an independent analysis of the bid, evaluating individual bid items, the bidding competition, and quality of the bidding documents. This technical analysis supports a recommendation to award the contract. ODOT's standard of practice has been to award bids based on this technical review, per the Federal Highway Administration's (FHWA) competitive bid assessment guidelines. (See the following website: <https://www.fhwa.dot.gov/programadmin/contracts/ta508046.cfm>)

Comparison of the ODOT and contractor estimates determined that the major cost increases can be attributed to bid items associated with mobilization, traffic control, asphalt and ADA Curb Ramp and Temporary Pedestrian Accessibility Route (TPAR) requirements:

- Mobilization: an increase of approximately \$80,000 (+28%)
- Traffic Control: an increase of approximately \$30,000 (+43%)
- Removal of Walks and Driveways: an increase of approximately \$30,000 (+150%)
- Aggregate Base: an increase of approximately \$630,000 (+150%)
- Asphalt: an increase of approximately \$260,000 (+41%)
- Retrofit Concrete Sidewalk Ramps an increase of approximately \$75,000 (+60%)

The bids from one contractor may vary significantly from another contractor based on their risks, what work is subcontracted out and cost for materials. Recently, ODOT has seen an increase in unit prices on a number of bid items, and our estimates have a tendency to lag due to using historical average bid prices.

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1/12/2018

Oregon Transportation Commission
January 5, 2018
Page 3

Funding for this project will come from cost savings realized from the Region 1 Mount Hood Safety Project. Major areas of savings include:

- The method of installing rock bolts was re-evaluated and an alternate method was chosen that both met the needs of the project and saved money on bid item costs.
- The actual cost of slide repair was lower than originally anticipated.
- The cost of oil decreased considerably during the project which resulted in a net savings of approximately \$1,147,000.

The Mount Hood Safety Project closed construction with a cost savings of about \$2,780,000. Approximately \$1,137,000 funded an increase for the Farley Slide project. This leaves a balance of \$1,643,000 that can be re-allocated to fund this project increase.

Options:

With Commission approval, ODOT will have sufficient funds to award the contract.

Without approval, ODOT will have insufficient funds to award the construction contract. The Region could:

- Reduce the scope of the project by shortening the project limits.
- Shelve the project and pursue future funding through the next STIP update. The results of this decision will be ODOT Maintenance and the traveling public will be burdened with deteriorating pavement resulting in more damage and cost.
- Rebid the project; however this would result in a loss of a construction season and would not necessarily result in lower costs at that time.

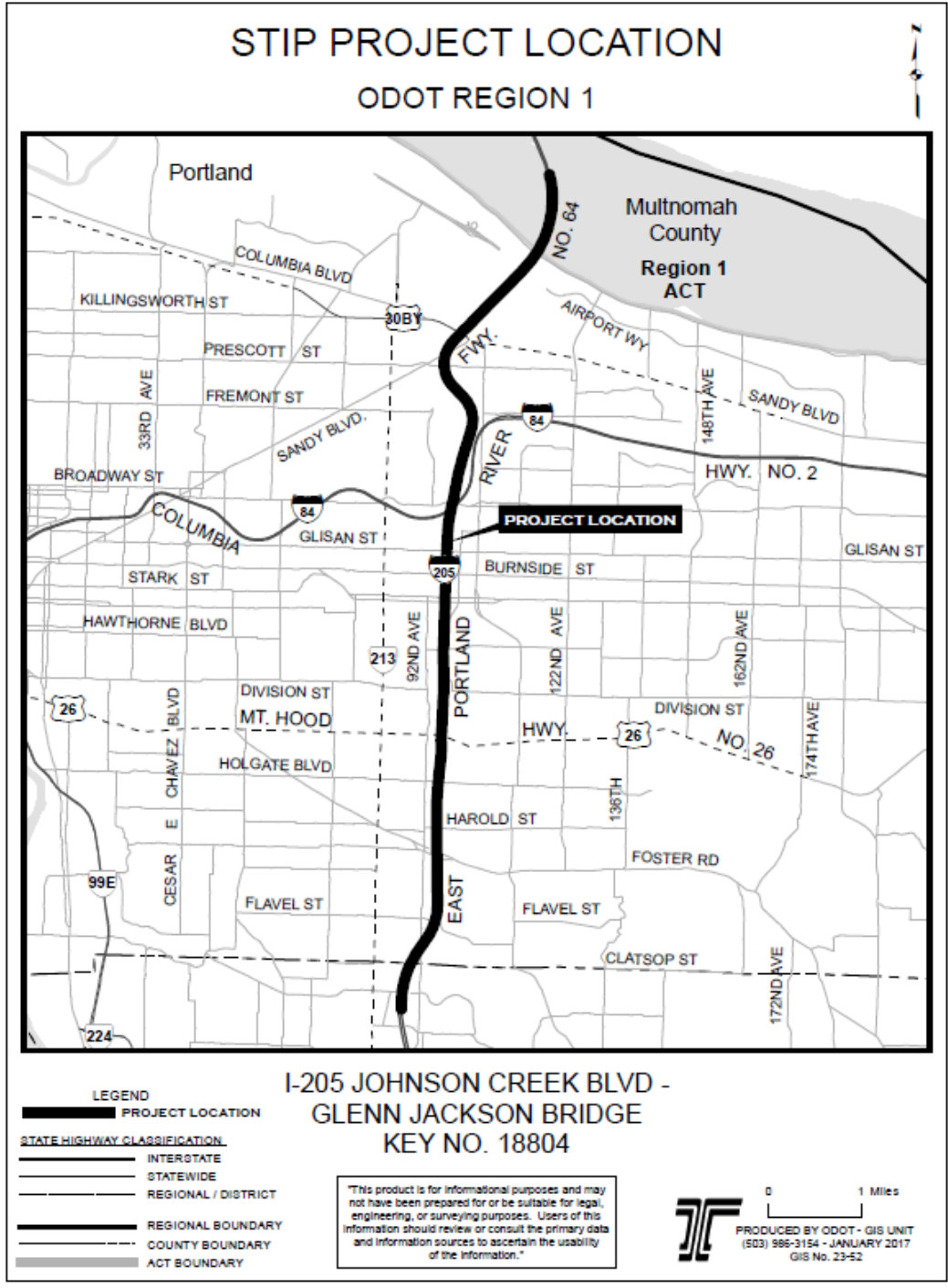
Attachment:

- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

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| Paul Mather | Rian Windsheimer | Jeff Flowers | Mac Lynde |
| Rich Watanabe | David Kim | Ted Miller | Paul Scarlett |
| Talena Adams | Jon Makler | Arlene Santana | Vaughan Rademeyer |
| Lynn Averbeck | Amanda Sandvig | Kyle Crate | |

Key 18804
I-205 Johnson Creek Blvd - Glenn Jackson Bridge





Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: January 5, 2018

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda I - Amend 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge Project by \$3,545,185.**

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge project by \$3,545,185 due to higher than expected final bid. The total estimated project cost will increase from \$31,513,801 to \$35,058,987.

To address the funding shortfall, Oregon Department of Transportation (ODOT) staff performed a detailed comparison of bid items and has determined which bid item increases should be attributed to the programs funding the project: Interstate Maintenance program 43%, Region 1 Enhance 51% and Bridge 6%. The total needed in the construction phase to award the contract to the lowest responsive bid is \$3,545,186 that will be derived from two sources.

- Reallocate \$955,883 of funding from the Region 1 Enhance Program.
- Reallocate \$2,589,303 of funding from the statewide Interstate Maintenance (IM) funding through savings on other IM projects.

Project to increase funding

| Interstate 205: JOHNSON CREEK BLVD - GLENN JACKSON BRIDGE (KN 18804) | | | |
|---|-------------|---------------------|---------------------|
| PHASE | YEAR | COST | |
| | | Current | Proposed |
| Planning | N/A | \$0 | \$0 |
| Preliminary Engineering | 2015 | \$2,279,678 | \$2,279,678 |
| Right of Way | 2017 | \$60,000 | \$60,000 |
| Utility Relocation | N/A | \$0 | \$0 |
| Construction | 2017 | \$29,174,123 | \$32,719,309 |
| Other | N/A | \$0 | \$0 |
| TOTAL | | \$31,513,801 | \$35,058,987 |

Agenda_I_I-205_Johnson_Cr-to-Glen_Jackson_Br_Ltr.docx
1/12/2018

Oregon Transportation Commission
January 5, 2018
Page 2

Background:

The Interstate 205: Johnson Creek Boulevard to Glen Jackson Bridge project was originally funded in the 2015 - 2018 STIP through the state Interstate Maintenance Program to repave Interstate 205. The design phase of the project was initiated in August 2015. In March 2016, bridge scope and funding was added to the address bridge work within the project limits. During this same timeframe, Region 1 initiated shelf ready designs for two auxiliary lane projects identified in the [2013 Corridor Bottleneck Operations Study \(CBOS\)](#), which recommends cost-effective and small-scale improvements to the existing system. Construction funding was added to the auxiliary lane projects in late 2016 with Region 1 Enhance funds. Since both the paving project and the auxiliary lane projects were within the same project limits, a change management request was approved to combine the projects.

This project consists of paving, construction of two auxiliary lanes, and bridge deck improvements. The project will resurface all six travel lanes of Interstate 205 for 9.4 miles along with resurfacing the pavement at several interchanges, existing auxiliary lanes, and on and off ramps. The auxiliary lanes will improve safety and operations of weaving traffic in two sections: southbound between Interstate 84 (eastbound) and Division Street, and northbound between Interstate 84 (eastbound) and NE Killingsworth Street. This project will also widen a portion of the center median on Interstate 205 in the northbound direction between Powell and Interstate 84 to facilitate future construction of the auxiliary lane project funded under House Bill 2017 (Transportation Funding). Additional project elements include Americans with Disabilities Act (ADA) upgrades and local street improvements. This project is funded primarily through three funding sources: Interstate Maintenance program 43%, Region 1 Enhance 51% and Bridge 6%.

The project was advertised on November 2, 2017 with a bid opening on December 21, 2017. The project received three bids:

| | |
|-----------------------------|-----------------|
| Oregon Mainline Paving LLC | \$23,864,747.33 |
| Kerr Contractors Oregon Inc | \$26,326,869.00 |
| Wildish Standard Paving Co | \$29,241,203.55 |

The lowest bid from Oregon Mainline Paving LLC was very close to ODOT's construction estimate, but this bid was rejected and determined to be non-responsive due to the contractor's failure to complete the bid packet. The second low bidder, Kerr Contractors Oregon Inc, was determined to be the lowest responsive bidder at approximately 13% higher than the ODOT final engineer's estimate for construction. The new total construction cost based on the contractors' bid is estimated at \$32,719,309 (including engineering, anticipated items, and contingency). Therefore the plan, subject to Commission approval of this request for funding increase, is to award the contract to Kerr Contractors Oregon Inc in January 2018.

The ODOT Office of Project Letting conducted an independent analysis of the bid, evaluating individual bid items, the bidding competition, and quality of the bidding documents. This technical analysis supports a recommendation to award the contract. ODOT's standard of practice has been to award bids based on this technical review, per the Federal Highway Administration's (FHWA)

Oregon Transportation Commission
January 5, 2018
Page 3

competitive bid assessment guidelines. (See the following website:
<https://www.fhwa.dot.gov/programadmin/contracts/ta508046.cfm>)

There were approximately 350 bid items. Some were higher and others lower than ODOT's estimates. ODOT staff performed a detailed comparison of bid items to determine which funding program is responsible for cost overruns. The overall cost increases as compared to the lowest responsive bid are primarily attributed to the following items:

- Mobilization: \$2,300,000 to \$2,632,686, an increase of \$332,686 (+14%)
- Traffic Control: \$2,251,286 to \$3,301,624, an increase of \$1,050,338 (+47%)
- Asphalt: \$5,554,550 to \$6,997,002, an increase of \$1,442,452 (+26%)
- Construction Engineering: \$2,453,000 to \$4,500,000, an increase of \$2,047,000 (+45%)

The bids from one contractor may vary significantly from another contractor based on their risks, what work is subcontracted out and cost for materials. Recently, ODOT has seen an increase in unit prices on a number of bid items, and our estimates have a tendency to lag due to using historical average bid prices.

It has been standard practice in Region 1 to initially program 10% of the construction estimate at time of bid as a budget placeholder for construction engineering (CE) and to increase it or decrease it based on project complexity and other issues if necessary following bid opening. This funding covers the cost of ODOT's contract administration, including construction project management, oversight, and inspections. A contract of this type and size requires a larger construction engineering budget because a substantial portion of the work needs to be completed in the first season over a large project area with multiple contractor crews working on the project day and night. Consultant inspectors, which cost more than ODOT inspectors, will be hired to support scheduling and inspection efforts on this project. As a result of these factors, ODOT increased the construction engineering budget to 16%. Due to the fact Region 1 is seeing such large fluctuations in the CE budget as a result of large complex projects, we are adjusting our estimating practices to account for higher, project specific CE budgets based on the specific requirements of each project earlier in our estimating practices.

Options:

With Commission approval of this request, ODOT may proceed to award the construction contract.

Without approval, ODOT will not have sufficient funds to award the construction contract. The Region could:

- Shelve or rebid the project; however this would result in a loss of a construction season and would not necessarily result in lower costs at that time.
- Reduce the scope of the project by removing elements (an auxiliary lane) or shortening the project paving limits. The center median widening work is required to be accomplished as part of the HB 2017 "trigger" project, so that scope would need to be transferred and delivered as part of that project going to bid later this year. The results of this decision will be ODOT Maintenance and the traveling public will be burdened with deteriorating pavement and

Oregon Transportation Commission
January 5, 2018
Page 4

structures and potential safety concerns until funding is programmed for construction at a later time.

Attachment:

- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

| | | | |
|------------------|----------------|----------------|-------------------|
| Jerri Bohard | Travis Brouwer | Tom Fuller | Bob Gebhardt |
| Rian Windsheimer | Jeff Flowers | Mac Lynde | Kyle Crate |
| Rich Watanabe | David Kim | Ted Miller | Paul Scarlett |
| Talena Adams | Jon Makler | Arlene Santana | Vaughan Rademeyer |
| Lynn Averbeck | Amanda Sanvig | Paul Mather | |

Agenda Item No. 4.2

**Consideration of the Council Meeting Minutes for
February 22, 2018**

Consent Agenda

Metro Council Meeting
Thursday, March 1, 2018
Metro Regional Center, Council Chamber

Materials following this page were distributed at the meeting.



Metro

2018 DEI Difference Maker

Noelle Dobson

In recognition of your work to embrace, support and advance diversity, equity and inclusion at Metro.

Martha Bennett
Metro Chief Operating Officer

Tom Hughes
Metro Council President





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Olena Turula

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Tom Hughes
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Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, February 22, 2018

2:00 PM

REVISED 2/22

Metro Regional Center, Council chamber

Council meeting

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 Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2. Public Communication

Mr. Terry Parker, City of Portland: Mr. Parker spoke about congestion and the cost of housing in the region. He urged the Metro Council to consider the needs of senior citizens on fixed incomes, middle class homeowners, and working class drivers. He recommended that proposed bond measures for subsidized housing and/or transportation infrastructure not rely on property taxes for repayment and stated that transit services needed to become more financially self-sustainable. (Mr. Parker also provided written testimony; please see the February 22 meeting packet.)

Mr. Dave Moore, City of Portland: Mr. Moore testified in support of parking and mass transit for Oregon Convention Center (OCC) workers, including Aramark employees. He noted that a focus group had been created to evaluate transportation options for employees, involving representatives from the union and the OCC. He thanked the Metro Council and expressed support for working together to develop better solutions.

3. Presentations**3.1 Second Quarter Financial Report**

Council President Hughes called on Mr. Tim Collier, Director of Finance and Regulatory Services, for a brief presentation on the Second Quarter Financial Report. Mr. Collier noted that the second quarter was particularly important because it provided an idea of how the agency would finish the year and how the fund balance would look to fund the next

year's budget.

Mr. Collier provided an overview of the report. He informed the Council that solid waste regional tonnage was up 8% over the three-year average, the Oregon Convention Center and Portland's were tracking above budget on revenues, and the Oregon Zoo had a record ZooLights run that would help the current year's financial picture and positively contribute to the fund balance. He also shared a few items that would need to be monitored, including: Portland Expo Center revenues were down in the current year; while regional tonnage was up, tonnage at Metro's stations was below the budget; construction excise tax was the lowest second quarter since 2014-15; and while the zoo was headed for a strong year, there were still financial structure issues that would need to be addressed to ensure that it remained on good footing in the future. Mr. Collier spoke to the steps staff were taking to address these needs and explained that he expected a strong finish for the year and a good start for the next budget.

Council Discussion

There was none.

4. Consent Agenda

Approval of the Consent Agenda

A motion was made by Councilor Stacey, seconded by Councilor Chase, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 6 - Council President Hughes, Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

4.1 Consideration of the Council Meeting Minutes for February 8, 2018

5. Resolutions

5.1 Resolution No. 18-4868, For the Purpose of Authorizing an Exemption from Competitive Bidding and Authorizing Procurement of Construction

Manager General Contractor Services by Competitive Request for
Proposals for the Construction of the Arlene Schnitzer Concert Hall
Orchestra Shell Replacement

Council President Hughes recessed the meeting of the Metro Council and convened the Metro Contract Review Board. He called on Ms. Nancy Strening and Ms. Gabriele Schuster, Metro staff, for a brief presentation on the resolution. Ms. Schuster explained that approval of the resolution would authorize an alternate procurement process for the replacement of the Arlene Schnitzer Hall orchestra shell. Ms. Schuster noted that the proposed request-for-proposal (RFP) process would allow for a proper evaluation of qualification experience as well as diversity, sustainability, and cost. She stated that it would still be a publicly-advertised, competitive process and would not encourage favoritism. She added that it would also allow Metro to better manage the risk and timeline. Ms. Schuster stated that Procurement Services strongly recommended the alternate procurement process.

Ms. Strening then provided an overview of the project. She explained that the existing orchestra shell was installed in the 1980s and was nearly beyond repair. She noted that staff planned on installing a new digital acoustical system. Ms. Strening informed the Council that the system would allow for changing and modifying regeneration and reverberation time for the sound, so a variety of performances would sound good in the space, from the symphony to spoken word performances, allowing for additional flexibility in programming. Ms. Strening explained that the project also included other repairs, such as new stage scenery items, significant electrical and mechanical infrastructure, and equipment.

Council Discussion

Councilors asked about the City of Portland's responsibilities in terms of repairs and the nature of their

inter-governmental agreement (IGA) with Metro. Councilor Chase asked where funds came from and how resources were put into place. Councilor Harrington inquired about the type of work and how minority-owned or emerging small businesses might be able to participate in the contracts.

A motion was made by Councilor Dirksen, seconded by Councilor Craddick, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Council President Hughes, Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

5.1.1 Public Hearing on Resolution No. 18-4868

Council President Hughes opened up a public hearing on Resolution No. 18-4868 and requested that those wishing to testify come forward to speak. Seeing none, Council President Hughes gaveled out of the public hearing. He adjourned the meeting of the Metro Contract Review Board and re-convened the meeting of the Metro Council.

6. Chief Operating Officer Communication

Ms. Martha Bennett provided an update on the following events or items: the Housing Stakeholder Advisory Committee meeting and the Small Business Open House at the Oregon Convention Center.

7. Councilor Communication

Councilors provided updates on the following meetings or events: the Small Business Open House and urban/rural reserve sites.

8. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 2:41 p.m. The Metro Council will convene the next regular council meeting

on March 1 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Nellie Papsdorf".

Nellie Papsdorf, Legislative and Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 22, 2018

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|-----------------|--|---------------------|
| 2.0 | Testimony | 02/22/18 | From the Desk of Terry Parker | 022218c-01 |
| 4.1 | Minutes | 02/08/18 | Council Meeting Minutes for February 8, 2018 | 022218c-02 |
| 5.1 | Handout | 02/22/18 | Orchestra Shell Replacement | 022218c-02 |



2017 Compliance Report

March 1, 2018

Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

Metro's values and purpose

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

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Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Vacant, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

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Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2017 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

In 2017, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

Previously, eleven jurisdictions had a deadline of December 31, 2014 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested extensions until 2015. Two have requested an extension to 2016. Two have requested an extension to 2017. All six of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Therefore, all of these extensions were granted by the Chief Operating Officer.

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan – March 2018

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of the Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements, this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) as well as the Urban Growth Management Functional Plan (UGMFP).

Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance.

By statute, cities and counties had two years following the date of acknowledgement of Metro's Regional Transportation Plan (RTP) in Summer 2014 to bring their Transportation System Plans (TSPs) into compliance with any new or changed regional requirements. However, Metro exercised its authority under the state's Transportation Planning Rule to extend city and county deadlines beyond the two-year statutory deadline. Metro consulted

with each city and county to determine a reasonable timeline for this work and adopted a schedule that is available on Metro's website at www.oregonmetro.gov/tsp. The deadlines are phased to take advantage of funding opportunities and the availability of local and Metro staff resources.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) by the end of 2017.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance dates for each UGMFP title.

Appendix D summarizes the compliance dates for the Regional Transportation Functional Plan (RTFP) in effect as of December 31, 2017.

Appendix E is the Annual Report on Amendments to the Title 4 Employment and Industrial Areas Map dated January 8, 2018.

Urban Growth Management Functional Plan Compliance Status

All jurisdictions are in compliance with the Urban Growth Management Functional Plan.

Portland: After a four-year update process, the new 2035 Comprehensive Plan was adopted on June 15, 2016. Portland's Comprehensive Plan is a long-range plan that helps the City prepare for and manage expected population and employment growth, as well as plan for and coordinate major public investments. The package of Early Implementation projects includes changes to the Zoning Map, the Zoning Code, and other documents to implement the new Comprehensive Plan which was adopted on December 21, 2016. With adoption, all phases of the Comprehensive Plan Update project are completed, and the entire plan is now with the state Department of Land Conservation and Development (DLCD). Pending DLCD review and acknowledgment, the new plan will take effect May 24, 2018 at 1:00 p.m., replacing Portland's first comprehensive plan adopted in 1980 and updated many times since.

Metro's jurisdiction dropped from three counties and 25 cities to 24 cities after the dissolution of the City of Damascus. Residents of the City of Damascus voted for disincorporation on May 17, 2016. Formal disincorporation occurred on July 18, 2016. Damascus's lands, businesses and former city residents have reverted to Clackamas County's jurisdiction, as was the case prior to the city's incorporation in 2004. Metro staff continue to work with Clackamas County and Happy Valley to ensure that the former Damascus area is planned in compliance with regional requirements.

Regional Transportation Functional Plan Compliance Status

Previously, five jurisdictions had the deadline of December 31, 2015 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of those jurisdictions requested an extension to 2017 – Gladstone and

Hillsboro. Both of these jurisdictions were found to meet one of the following two criteria; 1) The city or county is making progress towards compliance; or 2) There is good cause for failure to meet the deadline for compliance. Therefore, these extensions were granted by the Chief Operating Officer.

Two jurisdictions, Fairview and Portland, completed their Transportation System Plan and development code updates in 2016 and are now in compliance with the RTFP. Metro sent the City of Portland a letter telling them they were in compliance on December 20, 2016. Portland will finalize performance measures and the packaging of the final TSP by April 2018. This stage of TSP completion was delayed due to the delay of the city's Comprehensive Plan.

Jurisdictions with 2015 deadlines that requested extensions until 2017/18

Cornelius: In 2016, the City was awarded a grant from the TGM program. They are scheduled to complete their TSP update by May 2018.

Gladstone: The City was awarded a grant through the TGM program to complete a TSP update. The City Council adopted their TSP on November 28, 2017.

Hillsboro: The City expects to adopt their TSP by Summer 2018.

Wood Village: The City was awarded a grant from the TGM program to complete a town center concept plan and complete their TSP. Wood Village finalized their town center concept and adopted their TSP on June 27, 2017.

APPENDIX A
Summary of Compliance Status as of December 31, 2017
(Functional Plan effective 1/18/12)

| City/ County | Title 1 Housing Capacity | Title 3 Water Quality & Flood Management | Title 4 Industrial and other Employment Land | Title 6¹ Centers, Corridors, Station Communities & Main Streets | Title 7 Housing Choice | Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small> | Title 13 Nature in Neighborhoods |
|-------------------------|---|---|---|---|---------------------------------------|--|---|
| Beaverton | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |
| Cornelius | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |
| Durham | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Fairview | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Forest Grove | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |
| Gladstone | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Gresham | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |
| Happy Valley | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |
| Hillsboro | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |
| Johnson City | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| King City | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |
| Lake Oswego | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Maywood Park | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Milwaukie | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Oregon City | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

| City/ County | Title 1 Housing Capacity | Title 3 Water Quality & Flood Management | Title 4 Industrial and other Employment Land | Title 6¹ Centers, Corridors, Station Communities & Main Streets | Title 7 Housing Choice | Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small> | Title 13 Nature in Neighborhoods |
|-------------------------|---|---|---|---|---------------------------------------|--|---|
| Portland | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance | In compliance |
| Rivergrove | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Sherwood | In compliance | In compliance | In compliance | See footnote | In compliance | Area 61 extended to 12/31/21* | In compliance |
| Tigard | In compliance | In compliance | In compliance | See footnote | In compliance | In compliance. | In compliance |
| Troutdale | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Tualatin | In compliance | In compliance | In compliance | See footnote | In compliance | Basalt Creek extended to 9/1/2019 | In compliance |
| West Linn | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Wilsonville | In compliance | In compliance | In compliance | See footnote | In compliance | Basalt Creek extended to 9/1/2019 | In compliance |
| Wood Village | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Clackamas County | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Multnomah County | In compliance | In compliance | In compliance | See footnote | In compliance | Not applicable | In compliance |
| Washington County | In compliance | In compliance | In compliance | See footnote | In compliance | North Cooper Mountain not in compliance | In compliance |

*The City of Tualatin requested that the City of Sherwood take over concept planning for Area 61 Title 11 planning in 2012.

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

**APPENDIX B
TITLE 11 NEW AREA PLANNING COMPLIANCE
(As of December 31, 2017)**

| Project | Lead Government(s) | Compliance | Status |
|--|-----------------------------------|-------------------------|--|
| 1998 UGB Expansion | | | |
| Rock Creek Concept Plan | Happy Valley | Yes | Concept plan and implementation measures completed; development on-going. |
| Pleasant Valley Concept Plan | Gresham and Portland | Yes | Concept plan and implementation measures completed; city annexed 524 acres and development to begin in eastern section. |
| 1999 UGB Expansion | | | |
| Witch Hazel Community Plan | Hillsboro | Yes | Concept plan and implementation measures completed; development on-going. |
| 2000 UGB Expansion | | | |
| Villebois Village | Wilsonville | Yes | Concept plan and implementation measures completed; development on-going. |
| 2002 UGB Expansion | | | |
| Springwater Community Plan | Gresham | Yes | Concept plan and implementation measures completed for this mostly industrial area; waiting annexation & development. |
| Damascus/Boring Concept Plan | Happy Valley | Yes | HV portion: Concept plan and implementation measures completed; waiting annexation and development. |
| | Happy Valley/ Clackamas County | No | The former City of Damascus land area. |
| | Gresham | Yes | Gresham portion, called Kelley Creek Headwaters Plan, was adopted by city in 2009. |
| Park Place Master Plan | Oregon City | Yes | Concept plan and implementation measures completed; waiting annexation & development. |
| Beavercreek Road | Oregon City | Yes | Concept plan completed and accepted by Metro. |
| South End Road | Oregon City | Yes | Concept plan and implementation measures completed. |
| East Wilsonville (Frog Pond area) | Wilsonville | Yes | CPDG grant awarded in 2013. Concept plan completed in December 2015 as part of Phase I of the grant. Phase II of the grant will focus on the creation of a Master Plan along with Comprehensive Map designation. |
| NW Tualatin Concept Plan (Cipole Rd & 99W) | Tualatin | Yes | Concept plan and implementation measures completed for this small industrial area. |
| SW Tualatin Concept Plan | Tualatin | Yes | Concept plan and implementation measures completed for this industrial area. |
| Brookman Concept Plan | Sherwood | Yes | Concept Plan and implementation measures completed; waiting development. |
| West Bull Mountain (River Terrace) | Tigard | Yes | Combined with Roy Rogers West (2011); development ongoing. |
| Study Area 59 | Sherwood | Yes | Concept plan and implementation measures completed; school constructed. |
| Study Area 61 (Cipole Rd) | Sherwood | Extension to 12/31/2021 | Extension agreement – planning shall be completed when Urban Reserve 5A is completed, or by 12/31/2021, whichever is sooner. |
| 99W Area (near Tualatin-Sherwood Rd) | Sherwood | Yes | Concept plan and implementation measures completed. |

| Project | Lead Government(s) | Compliance | Status |
|--|--------------------------|--|--|
| Cooper Mountain area | Washington County | No | Preliminary planning completed by City of Beaverton. Community plan pending Washington County work program. |
| Study Area 64 (14 acres north of Scholls Ferry Rd) | Beaverton | Yes | Concept plan and implementation measures completed; annexed to City. |
| Study Area 69 & 71 | Hillsboro | Yes | Areas are included in South Hillsboro Area Plan. City has adopted these areas into its comprehensive plan; upon annexation, they will be zoned to comply with comp plan. |
| Study Area 77 | Cornelius | Yes | Concept plan and implementation measures completed; annexed to City. |
| Forest Grove Swap | Forest Grove | Yes | Concept plan and implementation measures completed; annexed to City. |
| Shute Road Concept Plan | Hillsboro | Yes | Concept plan and implementation measures completed; annexed to City and portion developed with Genentech. |
| North Bethany Subarea Plan | Washington County | Yes | Concept plan and implementation measures completed; annexations underway with development occurring. |
| Bonny Slope West Concept Plan (Area 93) | Multnomah County | Yes | Planning completed. |
| 2004/2005 UGB Expansion | | | |
| Damascus area | Damascus | See under 2002 above | Included with Damascus comprehensive plan (see notes above). |
| Tonquin Employment Area | Sherwood | Yes | Concept plan and implementation measures completed. |
| Basalt Creek/West RR Area Concept Plan | Tualatin and Wilsonville | IGA extension to 10/2019; CET extension to 6/30/18 | Work continues on concept planning. Cities to agree to the concept plan by 12/31/17. Comprehensive plan and/or zoning map amendments to be complete 6/30/18. |
| N. Holladay Concept Plan | Cornelius | Yes | Concept plan completed; implementation to be finalized after annexation to City. |
| Evergreen Concept Plan | Hillsboro | Yes | Concept plan and implementation measures completed. |
| Helvetia Concept Plan | Hillsboro | Yes | Concept plan and implementation measures completed. |
| 2011 UGB Expansion | | | |
| North Hillsboro | Hillsboro | Yes | Concept planning completed. Awaits annexation to city. |
| South Hillsboro | Hillsboro | Yes | Concept planning completed. Awaits annexation to city. |
| South Cooper Mountain | Beaverton | Yes | Concept planning completed. |
| Roy Rogers West (River Terrace) | Tigard | Yes | See West Bull Mountain. |

| 2014 UGB Expansion (HB 4078) | Lead Government(s) | Compliance | Status |
|---|-------------------------------|-------------------|--|
| Cornelius North | Cornelius | Yes | Comprehensive planning completed. Awaits annexation to city. |
| Cornelius South | Cornelius | Yes | Comprehensive planning completed. Partially annexed to city. |
| Forest Grove (Purdin Road) | Forest Grove | Yes | Comprehensive plan work in progress. CPDG Cycle 3. |
| Forest Grove (Elm Street) | Forest Grove | Yes | Comprehensive plan work in progress. CPDG Cycle 3. |
| Hillsboro (Jackson School) | Hillsboro | No | Comprehensive plan work scheduled. CPDG Cycle 4. |

**APPENDIX C
COMPLIANCE DATES FOR THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN**

| Functional Plan Requirement | When Local Decisions Must Comply | | |
|--|---|---|--------------------------------------|
| | Plan/Code Amendment 3.07.810(C) ¹ | Land Use Decision 3.07.810(D) ² | Adoption 3.07.810(B) ³ |
| Title 1: Adopt minimum dwelling unit density (3.07.120.B) | 12/21/2013 | 12/21/2013 | 12/21/2014 |
| Title 1: Allow accessory dwelling unit in SFD zones (3.07.120.G) <i>(provision included in previous version of Metro Code as 3.07.140.C)</i> | 12/8/2000 | | 12/8/2002 |
| Title 3: Adopt model ordinance or equivalent and map or equivalent (3.07.330.A) | 12/8/2000 | | 12/8/2002 |
| Title 3: Floodplain management performance standards (3.07.340.A) | 12/8/2000 | 12/8/2001 | 12/8/2002 |
| Title 3: Water quality performance standards (3.07.340.B) | 12/8/2000 | 12/8/2001 | 12/8/2002 |
| Title 3: Erosion control performance standards (3.07.340.C) | 12/8/2000 | 12/8/2001 | 12/8/2002 |

¹ After one year following acknowledgment of a UGMFP requirement, cities and counties that amend their plans and land use regulations shall make such amendments in compliance with the new functional plan requirement.

² A city or county that has not yet amended its plan to comply with a UGMFP requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

³ Cities and counties must amend their plans to comply with a new UGMFP requirement within two years after acknowledgement of the requirement (the date noted)

| Functional Plan Requirement | When Local Decisions Must Comply | | |
|---|---|---|--------------------------------------|
| | Plan/Code Amendment 3.07.810(C) ¹ | Land Use Decision 3.07.810(D) ² | Adoption 3.07.810(B) ³ |
| Title 4: Limit uses in Regionally Significant Industrial Areas (3.07.420) | 7/22/2005 | 7/22/2006 | 7/22/2007 |
| Title 4: Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regional Significant Industrial Areas (3.07.420D) | 12/21/2013 | 12/21/2013 | 12/21/2014 |
| Title 4: Limit uses in Industrial Areas (3.07.430) | 7/22/2005 | 7/22/2006 | 7/22/2007 |
| Title 4: Limit uses in Employment Areas (3.07.440) | 7/22/2005 | 7/22/2006 | 7/22/2007 |
| Title 6: (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates) | 12/21/12 | 12/21/13 | 12/21/14 |
| Title 7: Adopt strategies and measures to increase housing opportunities (3.07.730) | | | 6/30/2004 |
| Title 8: Compliance Procedures (45-day notice to Metro for amendments to a comprehensive plan or land use regulation) (3.07.820) | 2/14/2003 | | |
| Title 11: Develop a concept plan for urban reserve prior to its addition to the UGB (3.07.1110) | N/A | N/A | N/A |

| Functional Plan Requirement | When Local Decisions Must Comply | | |
|---|---|---|---|
| | Plan/Code Amendment 3.07.810(C) ¹ | Land Use Decision 3.07.810(D) ² | Adoption 3.07.810(B) ³ |
| Title 11: Prepare a comprehensive plan and zoning provisions for territory added to the UGB (3.07.1120) | 12/8/2000 | 12/8/2001 | 2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date |
| Title 11: Interim protection for areas added to the UGB (3.07.1130) <i>(provision included in previous version of Metro Code as 3.07.1110)</i> | 12/8/2000 | 12/8/2001 | 12/8/2002 |
| Title 12: Provide access to parks by walking, bicycling, and transit (3.07.1240.B) | | | 7/7/2005 |
| Title 13: Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs (3.07.1330.B) | 12/28/2005 | 1/5/2008 | 1/5/2009 |
| Title 13: Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs (3.07.1330.C & D) | 12/28/2005 | 1/5/2008 | 1/5/2009 |
| Title 13: Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices (3.07.1330.E) | 12/28/2005 | 1/5/2008 | 1/5/2009 |

APPENDIX D

Summary of Compliance Status for 2017

(Regional Transportation Functional Plan in effect as of 12/31/2014)

| Jurisdiction | Title 1 Transportation System Design | Title 2 Development and Update of Transportation System Plans | Title 3 Transportation Project Development | Title 4 Regional Parking Management | Title 5 Amendment of Comprehensive Plans |
|-------------------|--|---|---|---|---|
| Beaverton | In compliance | In compliance | In compliance | In compliance | In compliance |
| Cornelius | 12/31/16* | 12/31/16* | 12/31/16* | 12/31/16* | 12/31/16* |
| Durham | Exempt | Exempt | Exempt | Exempt | Exempt |
| Fairview | In compliance | In compliance | In compliance | In compliance | In compliance |
| Forest Grove | In compliance | In compliance | In compliance | In compliance | In compliance |
| Gladstone | In compliance | In compliance | In compliance | In compliance | In compliance |
| Gresham | In compliance | In compliance | In compliance | In compliance | In compliance |
| Happy Valley | In compliance | In compliance | In compliance | In compliance | In compliance |
| Hillsboro | 12/31/17* | 12/31/17* | 12/31/17* | 12/31/17* | 12/31/17* |
| Johnson City | Exempt | Exempt | Exempt | Exempt | Exempt |
| King City | Exempt | Exempt | Exempt | Exempt | Exempt |
| Lake Oswego | In compliance | In compliance | In compliance | In compliance | In compliance |
| Maywood Park | Recommending exemption | Recommending exemption | Recommending exemption | Recommending exemption | Recommending exemption |
| Milwaukie | In compliance | In compliance | In compliance | In compliance | In compliance |
| Oregon City | In compliance | In compliance | In compliance | In compliance | In compliance |
| Portland | In compliance | In compliance | In compliance | In compliance | In compliance |
| Rivergrove | Exempt | Exempt | Exempt | Exempt | Exempt |
| Sherwood | In compliance | In compliance | In compliance | In compliance | In compliance |
| Tigard | In compliance | In compliance | In compliance | In compliance | In compliance |
| Troutdale | In compliance | In compliance | In compliance | Exception | In compliance |
| Tualatin | In compliance | In compliance | In compliance | In compliance | In compliance |
| West Linn | In compliance | In compliance | In compliance | In compliance | In compliance |
| Wilsonville | In compliance | In compliance | In compliance | In compliance | In compliance |
| Wood Village | In compliance | In compliance | In compliance | In compliance | In compliance |
| Clackamas County | In compliance | In compliance | In compliance | In compliance | In compliance |
| Multnomah County | 12/31/17 | 12/31/17 | 12/31/17 | 12/31/17 | 12/31/17 |
| Washington County | In compliance | In compliance | In compliance | In compliance | In compliance |

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.

**Expected completion date Summer 2018.*



Memo

Date: January 8, 2018
To: Metro Council and the Metro Policy Advisory Committee
From: Martha Bennett, Chief Operating Officer
Subject: Annual report on amendments to the Title 4 Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2017.

Title 4 map amendments in 2017

There were no amendments made to the Title 4 Map in 2017 either by the Council or through executive order.

Chief Operating Officer recommendations

I do not, at this time, recommend changes to Title 4 policies.

Recommended Round 2 Concepts



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Project team recommendation

Round 2 Concepts for further evaluation

Based on:

- Technical evaluation
- Public and stakeholder outreach
- Professional experience around the country and internationally

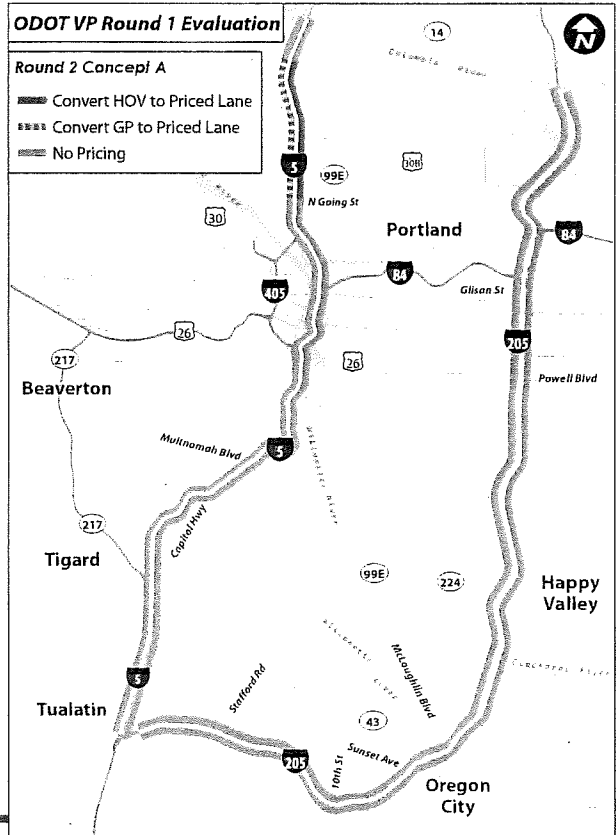


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Round 2 Concept A: Priced Lane Conversion

Northern I-5 priced lanes

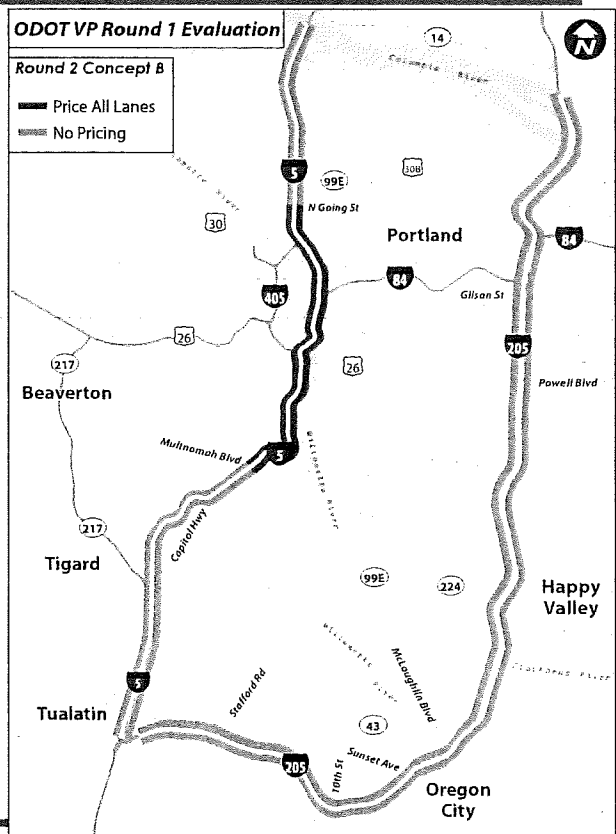
- Convert existing northbound HOV to priced lane
- Convert existing southbound GP to priced lane
- Key rationale
 - Relatively simple HOV lane conversion
 - Significant existing congestion
 - Least expensive Round 2 Concept
- Key topics
 - HOV requirements
 - Diversion
 - Federal and NEPA requirements



Round 2 Concept B: Priced Roadway

Toll all lanes on I-5

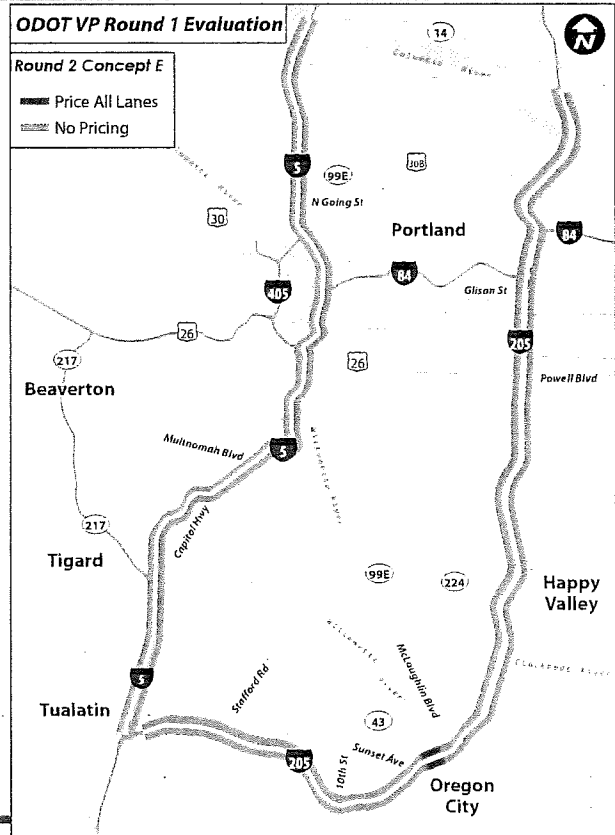
- Near downtown Portland
 - Multnomah Blvd to Going St
 - Both directions
- Key rationale
 - Few possible solutions without significant investment
 - Provides new revenue source
 - Most severe congestion in Portland metro area
- Key topics
 - Diversion
 - Tradeoffs for equity
 - Federal and NEPA requirements



Round 2 Concept E: Price Abernethy Bridge

Toll both directions on Abernethy Bridge

- Single toll location at bridge center
- Key rationale
 - Reduces impact on existing 2 lane bottleneck on bridge
 - New revenue source for seismic upgrades
 - Potential to relieve congestion within bridge vicinity
- Key topics
 - Diversion
 - Revenue potential
 - Operational effects on I-205
 - Federal and NEPA requirements

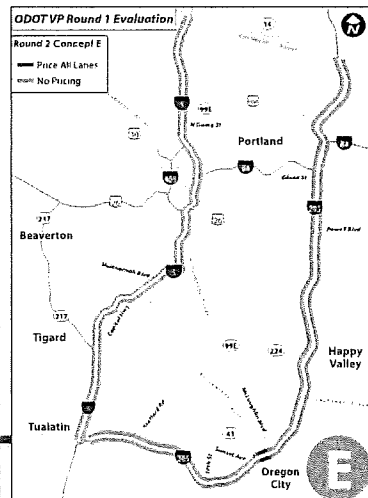
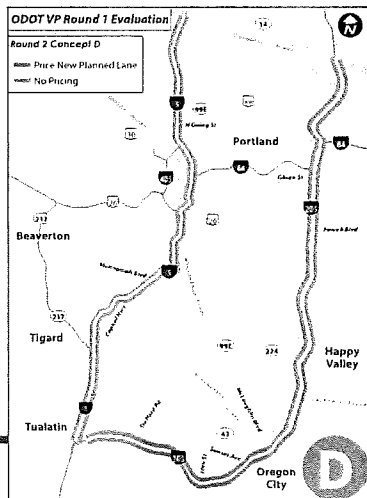
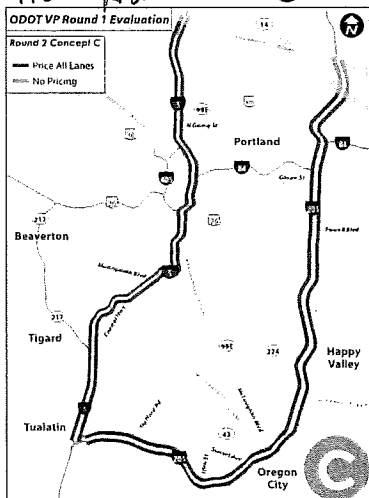
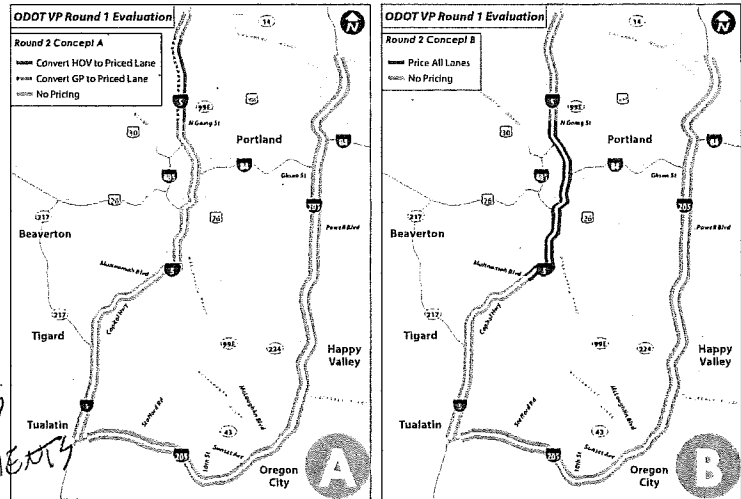


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Round 2 Concepts

5 concepts: A through E

IMMEDIATE IMPLEMENTATION
ADD CONCEPT A THROUGH E
ALL ASSUMING BRIDGE IMPROVEMENTS



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