



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, September 27, 2018

2:00 PM

Metro Regional Center, Council chamber

REVISED 9/26

1. Call to Order and Roll Call

2. Public Communication

3. Consent Agenda

3.1 Consideration of September 20, 2018 Minutes [18-5091](#)

Attachments: [September 20, 2018 Meeting Minutes](#)

3.2 Resolution No. 18-4909, For the Purpose of Adding or [RES 18-4909](#)
Amending Existing Projects to the 2018-21 Metropolitan
Improvement Program (MTIP) Involving Two Projects
Impacting Portland and ODOT (AG19-01-AUG)

Attachments: [Resolution No. 18-4909](#)
[Exhibit A to Resolution No. 18-4909](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

3.3 Resolution No. 18-4912, For the Purpose of Adding or [RES 18-4912](#)
Amending Existing Projects to the 2018-21 Metropolitan
Transportation Improvement Program Involving Ten
Projects Impacting King City, ODOT, Portland, and TriMet
(SP19-02-SEP)

Attachments: [Resolution No. 18-4912](#)
[Exhibit A to Resolution No. 18-4912](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

4. Presentations

4.1 Office of the Auditor Annual Report for FY 2017-18 [18-5087](#)

Presenter(s): Brian Evans, Metro

Attachments: [Office of the Auditor Annual Report FY 2017-2018 PowerPoint](#)

5. Resolutions

5.1 Resolution No. 18-4914, For the Purpose of Providing Direction to Metro Staff Regarding the 2018 Urban Growth Report and Expansion of the Urban Growth Boundary [RES 18-4914](#)

Presenter(s): Ted Reid, Metro

Attachments: [Resolution No. 18-4914 Staff Report](#)

5.1.1 Public Hearing for Resolution No. 18-4914

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

Metro respects civil rights

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Повідомлення Metro про заборону дискримінації

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

إشعار بعدم التمييز من Metro

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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.



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Television schedule for Metro Council meetings

<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

Consideration of September 20, 2018 Minutes

Consent Agenda

Metro Council Meeting
Thursday, September 27, 2018
Metro Regional Center, Council Chamber

Agenda Item No. 3.2

Resolution No. 18-4909, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Improvement Program (MTIP) Involving Two Projects Impacting Portland and ODOT (AG19-01-AUG)

Consent Agenda

Metro Council Meeting
Thursday, September 27, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 18-4909
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING TWO) Martha Bennett in concurrence with
PROJECTS IMPACTING PORTLAND AND) Council President Tom Hughes
ODOT (AG19-01-AUG))

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, Metro received a federal Highway Infrastructure Program funding allocation of \$5,185,063 from FHWA as part of the statewide appropriation of HIP funds to the State of Oregon, and

WHEREAS, the eligibility and use of HIP is limited to supporting roadway construction improvement projects with an eligibility priority on the construction of highways, bridges, and tunnels; and

WHEREAS as a condition for their use, the HIP funds must be obligated no later than September 30, 2021 or will lapse and must be fully expended by September 30, 2025; and

WHEREAS, a review of eligible projects by Metro and ODOT-Salem based on the eligibility, obligation, and expenditure restrictions resulted in the North Rivergate Blvd Freight project emerging as the best candidate project for the HIP funds; and

WHEREAS, the city of Portland will provide Metro a local fund exchange of \$4 million in return to support of Metro's regional planning needs for the \$5.1 million commitment of federal HIP funds to the North Rivergate Blvd Freight Project which maximizes a fund leveraging opportunity supporting both regional construction implementation plus planning needs; and

WHEREAS, the draft 2018 Regional Transportation Plan (RTP) identifies a number of plans and projects in need of further planning and project development work in the near-term which the local fund exchange will support; and"

WHEREAS, ODOT's OR217 Southbound: OR10 to OR99W project will include the construction of sound walls as part of the project scope and has secured implementation phase funding (Right of Way, Utility Relocation, and Construction phase funding) for the project which is being programmed through this amendment; and

WHEREAS, an existing consistency issue between the project and the current 2014 Regional Transportation Plan (RTP) exists, but will be resolved upon approval of the new draft RTP this December; and

WHEREAS, construction of the sound walls requires an early initiation of pre-acquisition right-of way activities; and

WHEREAS, a review of the project schedule and the needed pre-right-way acquisition activities against the current and new draft RTP does not appear to pose a consistency or legal issue for our federal oversight agencies, Metro, or ODOT; and

WHEREAS, Metro has requested from FHWA an early right-of way phase obligation exception to allow the pre-right-of-way activities involving the sound walls to be initiated to help ensure the project stays on schedule; 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 July 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the August 2018 (for FFY 2019) 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 August 3, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 20, 2018 to formally amend the 2018-21 MTIP to include the August 2018 (FFY 2019) Formal Amendment bundle consisting of two projects.

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

Tom Hughes, Council President

Approved as to Form:

Nathan Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 18-4909



Proposed August 2018 Formal Amendment Bundle			
Amendment Type: FORMAL, AG19-01-AUG			
Total Number of Projects: 2			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 18841	ODOT	OR217 Southbound: OR10 - 99W	<p>ADDING REQUIRED PAHSE FUNDING:</p> <p>The amendment adds required and approved funding to this named HB2017 project to the Right-of-Way (ROW) and Construction phases bringing the project up to its fully funded level of \$47 million. The amendment is also moving forward now to enable the ROW phase to obligate early during FFY 2019 to initiate pre-ROW acquisition activities supporting the later construction of the required sound walls.</p>
Project #2 19300	Portland	North Rivergate Freight Project	<p>COST INCREASE:</p> <p>The formal amendment adds \$5,185,063 of federal Highway Infrastructure Program (HIP) funds and \$1,000,000 of Immediate Opportunity Funds (IOF) along with match to the construction phase to address a funding shortfall. Based on the 30% design cost estimate for the project, the North Rivergate Blvd overcrossing at the UPRR is fully funded now.</p>

Exhibit A to Resolution 18-4909

**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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18841	70782	ODOT	OR217 Southbound: OR10 - OR99W					Highway	\$ 3,302,832
Project Description:			Consolidate the SB Allen Blvd on-ramp with the SB Denny off-ramp						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP		Federal	2014		\$ 758,254				\$ 758,254
Local	Match	Local	2014		\$ 63,969				\$ 63,969
State STP-FLX	M240	Federal	2014		\$ 1,934,451				\$ 1,934,451
Local	Match	Local	2014		\$ 221,407				\$ 221,407
Other	OTH0	Overmatch	2014		\$ 324,751				\$ 324,751
									\$ -
									\$ -
Total:				\$ -	\$ 3,302,832	\$ -	\$ -	\$ -	\$ 3,302,832
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects. 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds. 5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 6. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA. 7. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								
<p><u>Amendment Summary</u> Proposed changes are stated on the next page</p>									

PROJECT #1 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
18841	70782	ODOT	OR217 Southbound: OR10 - OR99W				Highway	\$ 47,502,832	
Project Description:			On OR217 from OR10 to OR99W, lane construct lane segments between existing aux lanes to provide a 3rd SB through lane, IC ramp improvements, shoulder widening, and construct sound walls						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	MS30	Federal	2014		\$ 758,254				\$ 758,254
Local	Match	Local	2014		\$ 63,969				\$ 63,969
HSIP-FAST	ZS30	Federal	2014		\$ 1,934,451				\$ 1,934,451
Other	Overmatch	Local	2014		\$ 546,158				\$ 546,158
ADVCON	ACPO	Federal	2019			\$ 179,460			\$ 179,460
State	Match	State	2019			\$ 20,540			\$ 20,540
ADVCON	ACPO	Federal	2020					\$ 39,481,200	\$ 39,481,200
State	Match	State	2020					\$ 4,518,800	\$ 4,518,800
									\$ -
Total:				\$ -	\$ 3,302,832	\$ 200,000	\$ -	\$ 44,000,000	\$ 47,502,832
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p> <p>5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>6. ADVCON = a federal fund code placeholder that identifies that the funding will be federal, but the specific fund code has not yet been identified. Until then, ODOT will their State funds to cover the phase costs until the specific federal fund code is committed to the project.</p> <p>7. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</p>								
Amendment Summary									
This amendment adds the ROW and construction phase funding to the project. By accomplishing this now, the ROW phase can obligate in October 2018 (early FFY 2019) to initiate pre-ROW acquisition activities involving the eventual construction of sound walls as part of the project.									

Exhibit A to Resolution 18-4909

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
19300	70678	Portland	North Rivergate Freight Project					Bridge	\$ 22,266,019
Project Description:			In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Local	Overmatch	Local	2017		\$ 3,000,000				\$ 3,000,000
STP>200K	M230	Federal	2018			\$ 300,000			\$ 300,000
Local	Match	Local	2018			\$ 34,336			\$ 34,336
STP>200K	M230	Federal	2018				\$ 1,000,000		\$ 1,000,000
Local	Match	Local	2018				\$ 114,454		\$ 114,454
TIGER VIII	BTDG	Federal	2019					\$ 7,329,000	\$ 7,329,000
Local	Match	Local	2019					\$ 1,832,250	\$ 1,832,250
STP		Federal	2019					\$ 1,922,000	\$ 1,922,000
Local	Match	Local	2019					\$ 219,982	\$ 219,982
State STP-FLX	M240	Federal	2019					\$ 987,030	\$ 987,030
Local	Match	Local	2019					\$ 112,970	\$ 112,970
Local	Overmatch	Local	2019					\$ 5,413,997	\$ 5,413,997
Total:				\$ -	\$ 3,000,000	\$ 334,336	\$ 1,114,454	\$ 17,817,229	\$ 22,266,019
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people. 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 4. TIGER VIII = Federal discretionary grant award to the project from FHWA. TIGER = Transportation Investment Generating Economic Recovery 5. State STP-FLX = Federal Surface Transportation Program funds allocated to ODOT annually.. 6. STP = Federal Surface Transportation Program funds generally allocated to Metro with no geographic or population use conditions.								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #2 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19300	71053	Metro	North Rivergate Freight Project	Bridge	\$ 26,158,076

Project Description: In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Local	Overmatch	Local	2017		\$ 3,000,000				\$ 3,000,000
STP>200K	M230	Federal	2018			\$ 300,595			\$ 300,595
Local	Match	Local	2018			\$ 34,405			\$ 34,405
STP>200K	M230	Federal	2018				\$ 987,030		\$ 987,030
Local	Match	State	2018				\$ 112,970		\$ 112,970
TIGER VIII	BTDG	Federal	2019					\$ 7,329,000	\$ 7,329,000
Local	Match	Local	2019					\$ 1,832,250	\$ 1,832,250
STP		Federal	2019					\$ 1,934,375	\$ 1,934,375
Local	Match	Local	2019					\$ 221,398	\$ 221,398
State STP-FLX	M240	Federal	2019					\$ 987,030	\$ 987,030
State	Match	State	2019					\$ 112,970	\$ 112,970
IOF	S600	State	2019					\$ 1,000,000	\$ 1,000,000
HIP	Z005	Federal	2019					\$ 5,185,063	\$ 5,185,063
Local	Match	Local	2019					\$ 593,454	\$ 593,454
Other	Overmatch	Local	2019					\$ 2,527,536	\$ 2,527,536
Total:					\$ -	\$ 3,000,000	\$ 335,000	\$ 1,100,000	\$ 21,723,076

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. STP>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people.
 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 4. TIGER VIII = Federal discretionary grant award to the project from FHWA. TIGER = Transportation Investment Generating Economic Recovery
 5. State STP-FLX = Federal Surface Transportation Program funds allocated to ODOT annually..
 6. STP = Federal Surface Transportation Program funds generally allocated to Metro with no geographic or population use conditions.
 7. IOF = State Immediate Opportunity Funds managed and allocated by ODOT. IOF funds support primary economic development through the construction and improvement of streets and roads.

	HIP = Federal Highway Infrastructure Program funding allocated to states supporting roadway improvement implementation phase needs (e.g. construction)
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Amendment Summary

This amendment is adds \$5.1 million of federal HIP funds and \$1 million of State IOF program funding to support and address a construction phase funding shortfall. Project costs are adjusted based on the 30% Design update for the project.

Memo

Date: Friday, September 14, 2018
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: August 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4909

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TWO PROJECTS IMPACTING PORTLAND AND ODOT (AG19-01-AUG)

BACKGROUND

What this is:

The August 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting Portland and ODOT. Two projects are included in the amendment bundle. They are summarized in the below table:

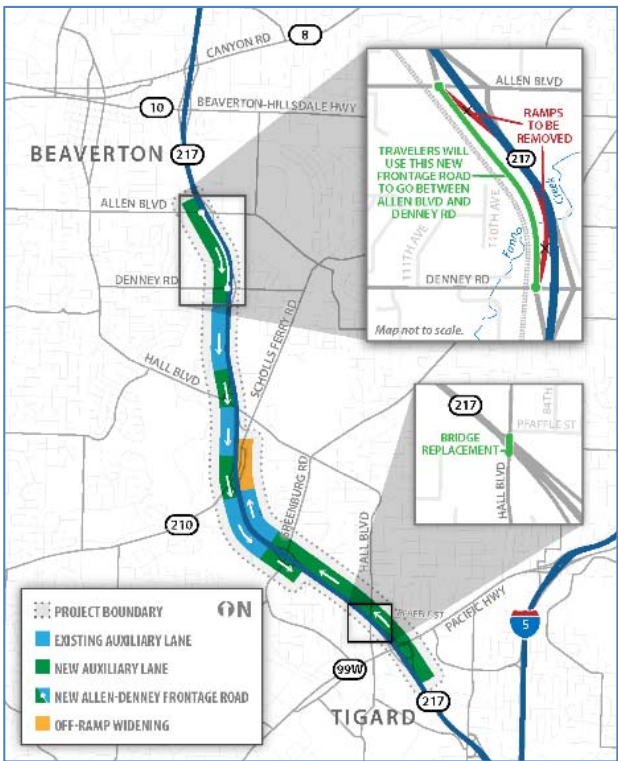
August 2018 Formal MTIP Amendment Amendment Type: Formal Name: AG19-01-AUG Number of Projects: 2			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT Key 18841 MTIP ID 70782	ODOT	OR217 Southbound: OR10 - OR99W	ADD APPROVED PHASE FUNDING: The amendment adds required and approved funding to this named HB2017 project to the Right-of-Way (ROW) and Construction phases bringing the project up to its fully funded level of \$47.5 million. The amendment is also moving forward now to enable the ROW phase to obligate early during FFY 2019 to initiate pre-ROW acquisition activities supporting the later construction of the required sound walls.
Project #2 ODOT Key 19300 MTIP ID 70678	Portland	North Rivergate Freight Project In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety	COST INCREASE: The formal amendment adds \$5,185,063 of federal Highway Infrastructure Program (HIP) funds and \$1,000,000 of Immediate Opportunity Funds (IOF) along with match to the construction phase to address a funding shortfall. Based on the 30% design cost estimate for the project, the North Rivergate Blvd overcrossing at the UPRR is fully funded now.

What is the requested action?


JPACT is requesting Metro Council approval of Resolution 18-4909 containing the August 2018 formal amendment (for FFY 2019) and then on to USDOT for final approval to enable the 2018 MTIP to be officially amended.

A detailed summary of the two projects being amended is provided in the below tables:

1. Project: OR217 Southbound: OR10 - OR99W	
Lead Agency:	Washington County ODOT
ODOT Key Number:	18841 MTIP ID Number: 70782
Project Description:	On OR 217 From Beaverton in the north at OR10 (MP 2.05) to OR 99W (MP 5.69) in the Tigard area, construct a lane segments between existing SB auxiliary lanes to provide a continuous 3 rd travel lane, construct sound walls, construct a frontage road between Allen Blvd and Denney Rd ICs, replace the southern Hall Blvd bridge, construct retaining walls, and widen shoulders.
What is changing?	<p><u>Summary:</u> Design work (Preliminary Engineering) for OR217 Southbound OR10-OR99W project was initiated in 2014. The project is now ready to add the right-of-way and construction phase funding to the project.</p> <p>The OR 217 SB project is a named project in HB2017 (Section 71, Highway Road and Street Projects). Within this section of the Legislation, HB 2017 authorized a total of \$249,700,000 to ten projects including the OR217 SB Project. The estimated total project cost is \$47,502,832. The approximate split of phase costs is as follows:</p> <ul style="list-style-type: none"> • Preliminary Engineering..... \$3,302,832 • Right-of-Way..... \$200,000 (Obligate in early FFY 2019) • <u>Construction..... \$44,000,000</u> (Obligate in FFY 2020) <p style="text-align: right;">Total: \$47,502,832</p> <p><u>Amendment Purpose:</u> Through this amendment, the Right-of-Way and Construction phase funding is being added to the project. Right of Way needs to be added now to allow for an early obligation and the ability to start pre-right-of-way activities in support of the later sound walls construction.</p> <p><u>Project Scope:</u> The primary project scope elements include the following:</p> <ol style="list-style-type: none"> 1. Build SB lane segments southbound from Beaverton-Hillsdale Highway, continuing south to OR 99W to provide continuous 3rd travel lane. <p>Drivers will use this right lane for getting on and off the highway. Those driving straight on OR 217 will have two full lanes to travel in, separate from the on- and off-ramp merging traffic. These will reduce</p>



	<p>recurring bottlenecks and allow for more stable traffic flow at the OR 217 interchanges</p> <ol style="list-style-type: none"> 2. Build a frontage road between the Allen Boulevard and Denney Road interchanges along OR 217 southbound. This will eliminate the Allen Boulevard southbound on-ramp and the Denney Road southbound off-ramp. Instead, drivers will use the new frontage road to travel between the two interchanges. These interchanges are one of the worst bottleneck locations on OR 217 and also one of the most dangerous. A frontage road will reduce the weaving movements and crashes. The newly configured Allen/Denney interchange will function similarly to the Canyon Road/Beaverton-Hillsdale Highway interchange to the north 3. Widen the Scholls Ferry off-ramp from OR 217 northbound to include an additional lane. 4. Build several retaining walls. 5. Replace one of the Hall Boulevard bridges over OR 217. There are two Hall Boulevard bridges over OR 217 - one near Washington Square and one farther south at SW Pfaffle Street. The bridge being replaced is the one farther south, at SW Pfaffle Street (near OR 99W in Tigard). The bridge replacement is needed to accommodate the new auxiliary lanes 6. Widen highway shoulders so stalled vehicles can move out of traffic and emergency vehicles can quickly respond
<p>Additional Details:</p>	<p><u>RTP Consistency Issue:</u> The project limits as stated in the 2014 do not match the current project limits from OR10 to OR99W. However, this has been corrected in the new draft 2018 RTP. The anticipated approval for the 2018 RTP is December 2018. Based on the current project schedule, Right of Way acquisition will not begin until January 2019. As noted earlier construction of the sound walls necessitates early assessments and, contacts, and negotiations with potential impacted residents.</p> <p>Technically, the Right of way phase should not obligate until the new RTP is approved which then removes the consistency issue. However, staff's review of the project schedule indicated that allowing the right-of-way phase to obligate in late October would enable the pre-right-of-way acquisition activities to begin and be completed by January after the new RTP is approved allowing the when right- of-way acquisition elements to begin. A joint Metro and ODOT request for the right-of way phase early obligation exception has been requested from FHWA, Presently, FHWA has not objected to the early obligation request.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA approved STIP/MTIP Amendment Matrix, projects with a total project cost of \$1 million or greater may make cost adjustments up to 20% as Administrative Modifications. Cost change above 20% require a formal MTIP amendment. The present programming for the project is \$3,302,832. The amendment adds \$44,200,000 which is above the 20% threshold.</p>
<p>Total Programmed Amount:</p>	<p>Total programming adds \$44,200,000 for right-of-way and construction phases. This increases the project cost from \$3,302,832 to \$47,502,832.</p>
<p>Added Notes:</p>	<p>OTC approval was required to approve the SB2017 funding for the project. Approval occurred at both the August 2017 and September 2017 OTC meetings.</p>

2. Project: North Rivergate Blvd Freight Project	
Lead Agency:	Portland
ODOT Key Number:	19300 MTIP ID Number: 70678
Project Description:	In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct N. Rivergate/Lombard Street Intersection to improve mobility and safety
What is changing?	<p>The Rivergate Industrial District (Rivergate) is the largest industrial district in the City of Portland and contains nearly half of the marine terminals, thousands of acres of industrial land, and more than three-fourths of the marine terminal acreage in the Portland Harbor. The project improvement will directly address congestion at Rivergate created by the at-grade rail crossing at the entrance to Rivergate and Terminal 5, while simultaneously providing safer and more reliable access to jobs for communities that need them the most. The City of Portland is collaborating with the Port of Portland on this project to maximize the several hundred million dollars in public and private investments made in the area, and to support vital exports and job growth.</p> <p style="text-align: center;">Existing North Rivergate Blvd at the UPRR crossing</p>  <p><i>Key Project Scope Elements:</i></p> <p>The project improvement will:</p> <ol style="list-style-type: none"> 1. Construct a two through-lane overcrossing to separate vehicle traffic from the train crossings. 2. Provide intersection reconstruction and alignment improvements at North Rivergate Blvd/N. Lombard St 3. Reconstruct the North Rivegate Blvd west to N Time Oil Road 4. Construct a new frontage road parallel to North Rivergate Blvd from N. Lombard St to the beginning of the new over crossing.

Proposed Overcrossing Improvement



Eliminating the freight truck and rail conflicts at the at-grade crossing will increase traffic flow, improve the mobility of goods and employees, and enhance the reliability of freight rail operations. The new frontage road will improve access to the businesses on the north side of Rivergate Boulevard.

The project as programmed stands at \$22,266,019. The most recent design update provided a revised total project cost of \$26,158,076. The increase is primarily in the construction phase which rose from an estimate of \$17,817,229 to \$21,723,076.

Federal funds committed to the project include Metro RFFA approved Surface Transportation (STP) funds of \$3,222,000, ODOT State STP of \$7,329,000, and a Transportation Investment Generating Economic Recovery (TIGER) VIII grant of \$7,329,000. Together, the federal funds total \$11,538,030 and account for 50.9% of the existing project programming in the MTIP.

The project also has been approved a state \$1 million Immediate Opportunity Fund grant from ODOT. The Port of Portland and city of Portland also will contribute up to \$8 million in local funds to the project.

Overall, the Port of Portland, city of Portland, Metro, ODOT, and FHWA are all contributing funding towards completion of the North Rivergate Blvd Freight project.

The Highway Infrastructure Program Funding Award

During April 2018, ODOT advised Metro that the State had received a Highway Infrastructure Program (HIP) appropriation of which Metro would be allocated \$5,185,063. The total HIP apportionment to Oregon is \$25,148,640.

Initially, little information about the uses and restrictions were known about the funds when the appropriation was received. Our first "use assumptions" were made from the 2010 HIP apportionment which turned out to be wrong. Metro initially designated the funds to be used in support of regionally planning needs. However, upon receipt of subsequent eligibility and use guidance for the 2018 HIP apportionment, Metro learned that the focus of the HIP funds were for only for highway construction areas. Specific eligibility activities included three primary areas:

- Construction of highways
- Construction of bridges
- Construction of tunnels

	<p>The funds are limited to use in support of roadway improvement implementation phases.</p> <p>As a result staff reviewed potential <u>Metro-funded</u> eligible projects. The review included ODOT-Salem to validate project eligibility. The North Rivergate Blvd Freight Project emerged as the clear and top candidate to receive the HIP funds.</p> <p>Discussions with the Port of Portland and the City of Portland ensued to also include a local fund exchange for the HIP funds. With a total local overmatch commitment of \$8 million between both agencies to the project, the \$5.1 million of HIP funds allows a local fund exchange of \$4 million to be returned to Metro in support regional planning activities. Note: Based on the project cost estimate, if the HIP funds are not committed to the North Rivergate Blvd Freight Project, the construction phase would still be approximately \$1.5 million short of the required funding.</p> <p>The local funds received in exchange are to be used for planning and project development activities, in anticipation of future funding identified in the draft 2018 RTP. These planning and project development activities include, but are not limited to:</p> <ul style="list-style-type: none"> • Central City Transit Capacity and Steel Bridge Analysis • Willamette River Pedestrian and Bicycle Bridge • Enhance Transit on Tualatin Valley Highway • Jurisdictional Transfer Assessment Program
<p>Additional Details:</p>	<p>Additional use requirement for the HIP include the following:</p> <ol style="list-style-type: none"> 1. The HIP fund obligation must occur no later than September 2021 or they shall lapse. The target construction phase obligation for the North Rivergate Blvd. Freight Project is early summer 2019. This is critical as the TIGER VIII grant federal funds must be obligated by September 30, 2019. 2. The HIP funds must be expended by September 30, 2025, or an expenditure lapse will occur.
<p>Why a Formal amendment is required?</p>	<p>Because the project also includes a local fund exchange component, a formal MTIP amendment was determined to be required.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount increases from \$22,266,019 to \$26,158,076.</p>
<p>Added Notes:</p>	<ol style="list-style-type: none"> 1. OTC action was required for approval of the \$1 million IOF grant to the project 2. ODOT-Salem provided project eligibility verification as well in support of selecting the north Rivergate project as the top candidate for the HIP funds.

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.

- Identified on and impacts Metro transportation modeling networks.
- Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- 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.

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.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the August 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC notification and approval recommendation.....	August 10, 2018
• Initiate the required 30-day public notification process.....	August 7, 2018
• Completion of public notification process.....	September 5, 2018
• JPACT approval and recommendation to Council.....	September 20, 2018*
• Metro Council approval.....	September 27, 2018

*Note: If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	October 8, 2018
• Amendment bundle submission to ODOT for review.....	October 9, 2018
• Submission of the final amendment package to USDOT.....	October 9, 2018
• ODOT clarification and approval.....	Mid October, 2018
• USDOT clarification and final amendment approval.....	Mid October, 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 18-4909.

- TPAC approval of Resolution 18-4909: 8/10/2018.
- JPACT approval of Resolution 18-4909: 9/20/2018

Attachment: Project Location Maps

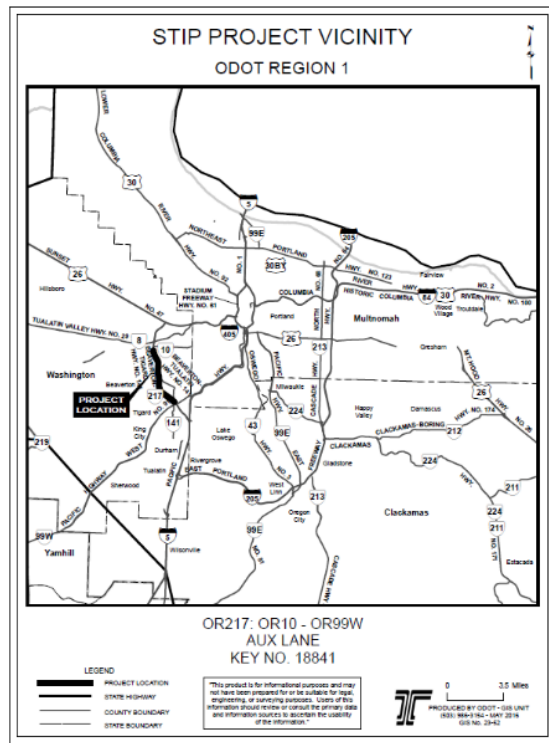
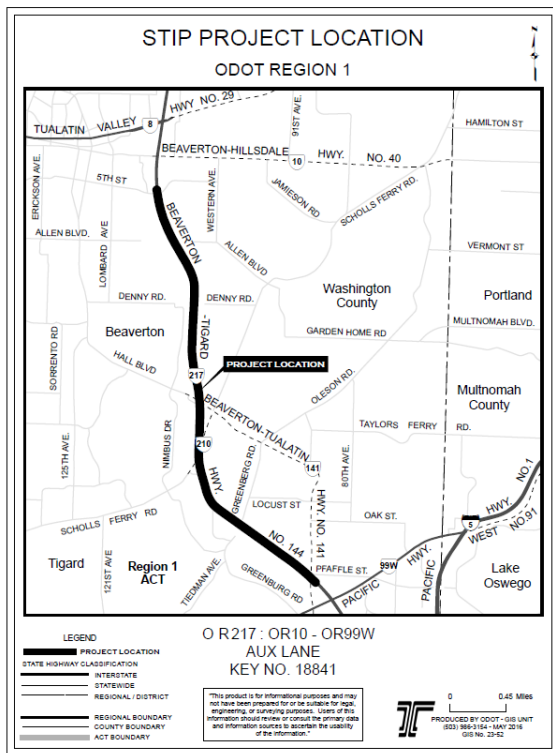
Date: Friday, September 14, 2018
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: Attachment 1 to the August 2018 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

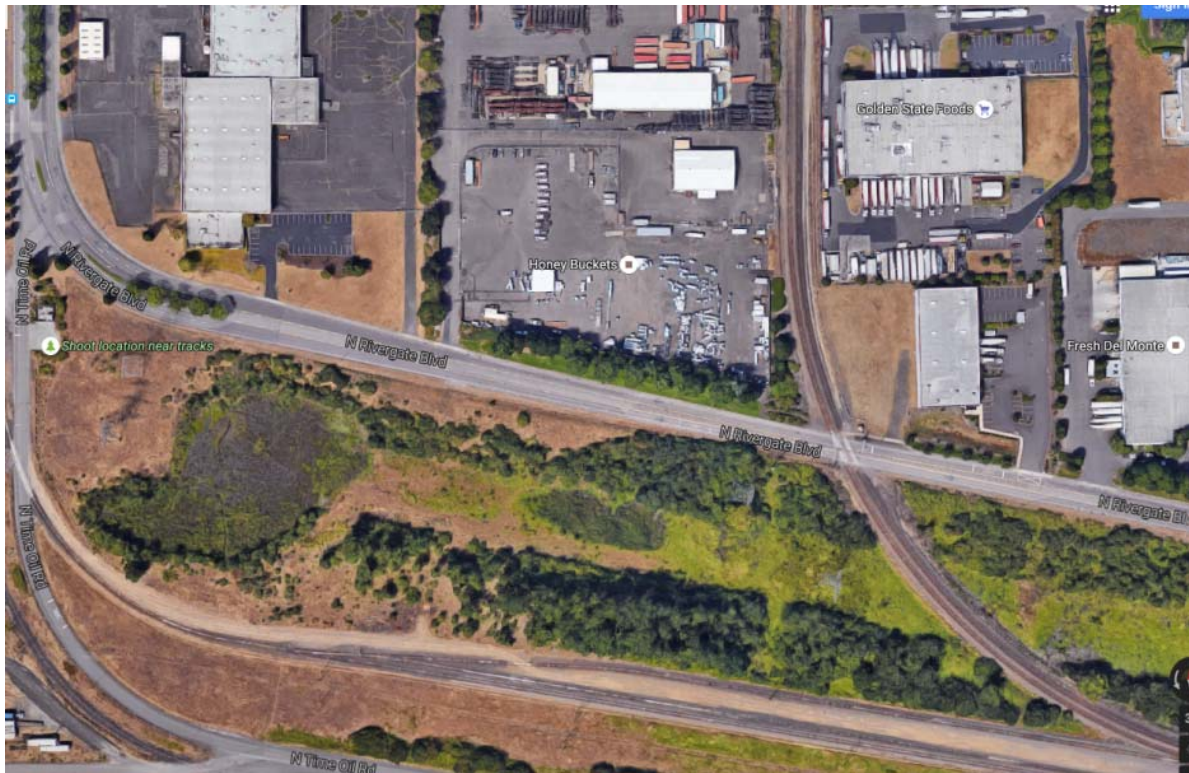
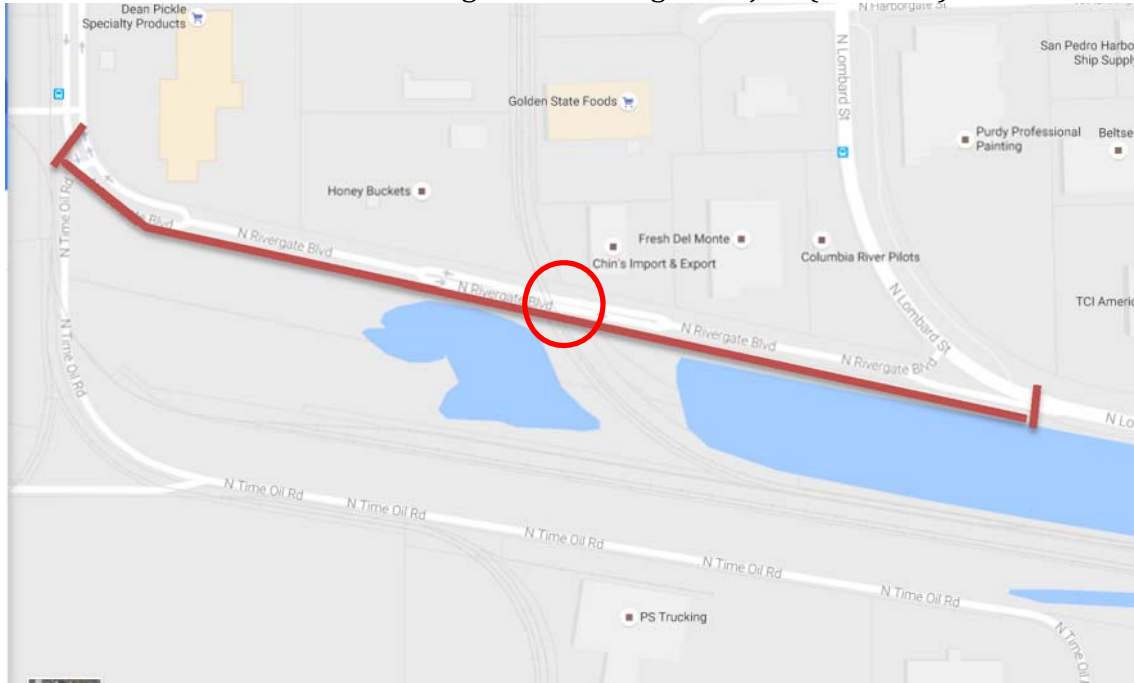
Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

- Key 18841 – OR217 Southbound: OR10 to O99W (lead changes to ODOT)
- Key 19300 – North Rivergate Blvd Freight Project (Portland)

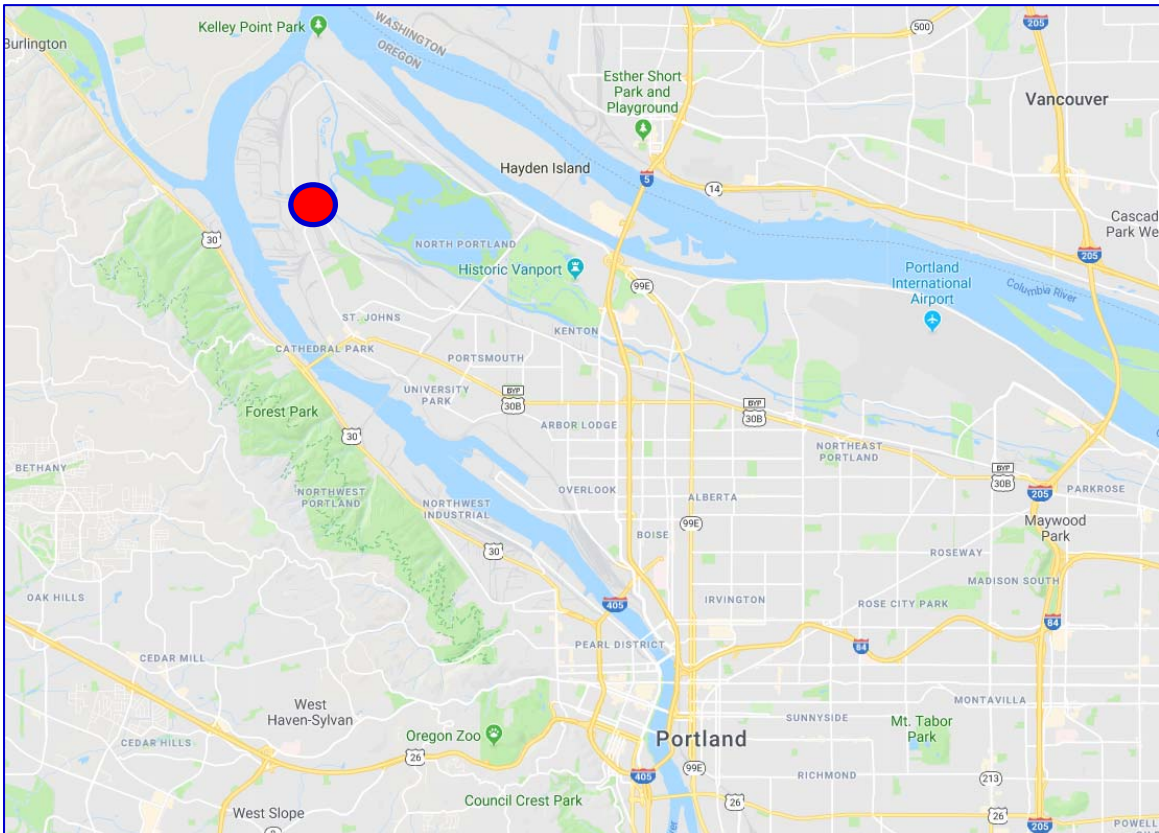
Key 18841
 OR217 Southbound: OR10 to O99W (ODOT)



Keys 19300
North Rivergate Blvd Freight Project (Portland)



North Rivergate Blvd at UPRR Crossing



Agenda Item No. 3.3

Resolution No. 18-4912, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Ten Projects Impacting King City, ODOT, Portland, and TriMet (SP19-02-SEP)

Consent Agenda

Metro Council Meeting
Thursday, September 27, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 18-4912
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING TEN) Martha Bennett in concurrence with
PROJECTS IMPACTING KING CITY,) Council President Tom Hughes
PORTLAND, ODOT, AND TRIMET (SP19-02-)
SEP)

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

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

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

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

WHEREAS, several projects within the September 2018 Formal Amendment Bundle obligated their construction phase and funding before the end of federal fiscal year 2018, but required additional local funds to be infused into the construction phase to complete the phase obligation which are now being made as required technical corrections to the MTIP and STIP for accounting and auditing purposes; and

WHEREAS, construction phase funding and obligation corrections are occurring for accounting and auditing purposes as part of this amendment specifically to the King City OR99W project, ODOT's I-5 Bridge Trunnion Shaft Replacement, Portland's Bikeped Highway Safety Improvement Program (HSIP), and Marine Drive Path projects; and

WHEREAS, ODOT's review of their I-405 Fremont Bridge to US 26 WB Connection Bridge and I-405 NB to US26 Over I-405 Connection Bridge projects determined that combining both projects would result in a better utilization of available funding allowing for expanded scope activities and is being accomplished through this amendment; and

WHEREAS, Portland's structural analysis review of their Signalized HSIP project revealed a prohibited cost requirement would emerge if larger signal heads were utilized resulting in a removal of these scope elements and an overall cost decrease which is being completed through this amendment; and

WHEREAS, the new proposed alignment for the SW Corridor TriMet MAX rail line expansion will conflict with the planned improvements proposed in Portland's OR99W SW 26th Ave to SW 19th Ave sidewalk improvement project which will be canceled resulting in Metro offering Portland a replacement project opportunity based on the same basic scope and location which is now being programmed as the

OR99W/Barbur Blvd Area Sidewalk infill project consisting of four sub project improvement sites to avoid conflicts with the new SW Corridor Max rail proposed alignment; and

WHEREAS, TriMet successfully competed for and has received a replacement transit vehicle grant award of \$1,076,248 for two replacement transit vehicles from the Oregon Department of Transportation's Rail and Public Transit Division's 2018-2020 Discretionary Grant Awards program which is now being programmed in the MTIP and STIP; 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 July 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the September 2018 (for FFY 2019) Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on September 7, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 20, 2018 to formally amend the 2018-21 MTIP to include the September 2018 (FFY 2019) Formal Amendment bundle consisting of ten projects.

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

Tom Hughes, Council President

Approved as to Form:

Nathan Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 18-4912



Proposed September 2018 Formal Amendment Bundle			
Amendment Type: FORMAL, SP19-02-SEP			
Total Number of Projects: 10			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 18807	King City	OR99W: SW Royalty Parkway - SE Durham Rd (King City)	COST INCREASE: The construction phase received higher bids than anticipated. As a result additional funds are being committed to the construction phase to enable it to obligate by the end of 2018. This amendment is a corrective action to ensure the MTIP and STIP match up with the final construction phase obligation total for auditing purposes.
Project #2 19651	ODOT	I-5: Interstate Br (NB) Trunnion Shaft Replacement	COST INCREASE: The project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes.
Project #3 19533	ODOT	I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)	COMBINING PROJECTS WITH A SCOPE UPDATE: The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 8 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.

Project #4 20482	ODOT	I-405 NB to US26 Over I-405 Connection Bridge	<p>COMBINED/COST DECREASE:</p> <p>The amendment combines the construction phase funding into Key 1533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p>
Project #5 19722	Portland	HSIP 2016 Signalized Improvements (Portland)	<p>COST DECREASE:</p> <p>Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p>
Project #6 19723	Portland	HSIP City of Portland Bikeped	<p>COST INCREASE:</p> <p>Minor scope change occurring at the intersection of 148th and Division requiring curb extensions and the intersection of Division Street and 124th /125th now will include a full signal resulted in a \$424k cost addition to the project addressed with local funds. Cost increase is significant enough to warrant technical correction post construction phase obligation</p>
Project #7 14409	Portland	Marine Drive Path NE 112th Ave - NE 185 Ave	<p>COST INCREASE:</p> <p>The primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment.</p> <p>The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.</p>

Project #8 NEW TBD	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	<p>ADD NEW REPLACEMENT PROJECT:</p> <p>The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project. Key 19298 is in conflict with the planned new SW MAX line.</p>
Project #9 19298	Portland	OR99W: SW 26th Ave - SW 19th (Portland)	<p>CANCEL PROJECT:</p> <p>All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. (See above project). Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now and replaced by their new Barbur Blvd Sidewalk infill project also part of this amendment bundle.</p>
Project #10 21362	TriMet	TriMet Mass Transit Vehicle Replacement (5307)	<p>ADD NEW PROJECT:</p> <p>This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.</p>

Exhibit A to Resolution 18-4912

**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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18807	70769	King City	OR99W: SW Royalty Parkway - SE Durham Rd (King City)					Highway	\$ 1,141,019
Project Description:			On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
State STP-FLX	M240	Federal	2016		\$ 342,130				\$ 342,130
Local	Match	Local	2016		\$ 39,158				\$ 39,158
Other	Overmatch	Local	2016		\$ 15,313				\$ 15,313
ADVCON	ACPO	Federal	2018			\$ 10,768			\$ 10,768
Local	Match	Local	2018			\$ 1,232			\$ 1,232
State STP-FLX	M240	Federal	2018					\$ 560,940	\$ 560,940
Local	Match	Local	2018					\$ 64,202	\$ 64,202
Other	Overmatch	Local	2018					\$ 107,276	\$ 107,276
Total:				\$ -	\$ 396,601	\$ 12,000	\$ -	\$ 732,418	\$ 1,141,019
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.</p> <p>4. ADVCON = Federal fund generic placeholder allowing the state to cover the phase initially until the final federal fund code is determined and committed to the project..</p> <p>5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</p>								
<p><u>Amendment Summary</u> Proposed changes are stated on the next page</p>									

PROJECT #1 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18807	70769	King City	OR99W: SW Royalty Parkway - SE Durham Rd (King City)	Highway	\$ 1,391,020
Project Description:			On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Redistribution	Z030	Federal	2016		\$ 342,131				\$ 342,131
Local	Match	Local	2016		\$ 39,158				\$ 39,158
Other	Overmatch	Local	2016		\$ 15,313				\$ 15,313
TAP-U>200K	Z301	Federal	2018					\$ 570,991	\$ 570,991
Local	Match	Local	2018					\$ 65,352	\$ 65,352
Bikeways	S080	State	2018					\$ 250,000	\$ 250,000
Other	Overmatch	Local	2018					\$ 108,075	\$ 108,075
									\$ -
Total:				\$ -	\$ 396,602	\$ -	\$ -	\$ 994,418	\$ 1,391,020

- Notes:
- Red Font** = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 - Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 - NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 - Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 - Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 - Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".
 - Bikeways = State funds committed to the improvements of bike and pedestrian pathways and routes

Amendment Summary

The cost increase is due to unanticipated higher bids received for the construction phase.

Exhibit A to Resolution 18-4912

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
19651	70832	ODOT	I-5: Interstate Br (NB) Trunnion Shaft Replacement					Highway	\$ 13,317,136
Project Description:			Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2015		\$ 528,958				\$ 528,958
State	Match	State	2015		\$ 60,542				\$ 60,542
Redistribution	Z030	Federal	2015		\$ 640,468				\$ 640,468
State	Match	State	2015		\$ 54,032				\$ 54,032
Other	Overmatch	Local	2015		\$ 1,284,000				\$ 1,284,000
NHPP-FAST	Z001	Federal	2018					\$ 4,822,600	\$ 4,822,600
State	Match	State	2018					\$ 551,968	\$ 551,968
Other	Overmatch	Local	2018					\$ 5,374,568	\$ 5,374,568
									\$ -
Total:				\$ -	\$ 2,568,000	\$ -	\$ -	\$ 10,749,136	\$ 13,317,136
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation. 4. Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states. 5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #2 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19651	70832	ODOT	I-5: Interstate Br (NB) Trunnion Shaft Replacement	0	\$ 16,445,764

Project Description: Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z002	Federal	2015		\$ 729,227				\$ 729,227
State	Match	State	2015		\$ 61,520				\$ 61,520
Redistribution	Z030	Federal	2015		\$ 640,468				\$ 640,468
State	Match	State	2015		\$ 54,032				\$ 54,032
Other	Overmatch	Local	2015		\$ 1,485,248				\$ 1,485,248
NHPP-FAST	Z001	Federal	2018					\$ 6,213,447	\$ 6,213,447
State	Match	State	2018					\$ 524,188	\$ 524,188
Other	Overmatch	Local	2018					\$ 6,737,634	\$ 6,737,634
									\$ -
Total:				\$ -	\$ 2,970,495	\$ -	\$ -	\$ 13,475,269	\$ 16,445,764

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 4. Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".

Amendment Summary

The project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes.

Exhibit A to Resolution 18-4912

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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19533	70836	ODOT	I-405: Fremont Bridge					Highway	\$ 21,200,000
Project Description:			Replace modular joints and repair decks.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2016		\$ 1,890,510				\$ 1,890,510
State	Match	State	2016		\$ 159,490				\$ 159,490
NHPP-FAST	Z001	Federal	2018					\$ 17,660,130	\$ 17,660,130
State	Match	State	2018					\$ 1,489,870	\$ 1,489,870
									\$ -
Total:			\$ -	\$ 2,050,000	\$ -	\$ -	\$ 19,150,000	\$ 21,200,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation. 4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #3 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19533	70836	ODOT	I-405: Fremont Bridge I-405:Fremont Bridge to US26 WB connection bridge (Portland)	Highway	\$ 22,954,542

Project Description: ~~Replace modular joints and repair decks.~~
Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2016		\$ 1,671,056				\$ 1,671,056
State	Match	State	2016		\$ 191,260				\$ 191,260
HBRR	L1CE	Federal	2016		\$ 1,045				\$ 1,045
State	Match	State	2016		\$ 120				\$ 120
State STBG-FLX	Z240	Federal	2016		\$ 492,470				\$ 492,470
State	Match	State	2016		\$ 56,365				\$ 56,365
NHPP-FAST	Z001	Federal	2018					\$ 1,283,911	\$ 1,283,911
State	Match	State	2018					\$ 108,315	\$ 108,315
NHPP	M001	Federal	2018					\$ 3,919,350	\$ 3,919,350
State	Match	State	2018					\$ 330,650	\$ 330,650
Redistribution	Z030	Federal	2018					\$ 13,740,780	\$ 13,740,780
State	Match	State	2018					\$ 1,159,220	\$ 1,159,220
Total:				\$ -	\$ 2,412,316	\$ -	\$ -	\$ 20,542,226	\$ 22,954,542

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 - NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 - NHPP = Federal National Highway Performance Program funding allocated to ODT, but from the MAP 21 transportation legislation
 - HBRR = Federal Highway Bridge Replacement and Rehabilitation funds allocated to ODOT which support bridge O&M and bridge reconstruction needs, or the construction of replacement or new bridges.
 - State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.
 - Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 - State = General state funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 7 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.

Exhibit A to Resolution 18-4912

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
20482	70974	ODOT	I-405 NB to US26 WB Over I-405 Connection Bridge					Highway	\$ 1,548,226
Project Description:			Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2017		\$ 139,979				\$ 139,979
State	Match	State	2017		\$ 16,021				\$ 16,021
NHPP-FAST	Z001	Federal	2019					\$ 1,249,244	\$ 1,249,244
State	Match	State	2019					\$ 142,982	\$ 142,982
									\$ -
Total:			\$ -	\$ 156,000	\$ -	\$ -	\$ 1,392,226	\$ 1,548,226	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation. 4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20482	70974	ODOT	I-405 NB to US26 WB Over I-405 Connection Bridge				Highway	\$ 5,641	
Project Description:			Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP	MOE1	Federal	2017		\$ 5,202				\$ 5,202
State	Match	State	2017		\$ 439				\$ 439
									\$ -
									\$ -
Total:				\$ -	\$ 5,641	\$ -	\$ -	\$ -	\$ 5,641
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.</p> <p>4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.</p>								
<p>Amendment Summary</p> <p>The amendment combines the construction phase funding into Key 19533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p>									

Exhibit A to Resolution 18-4912

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
19722	70853	Portland	HSIP 2016 Signalized Improvements (Portland)					Other/Safety	\$ 2,659,191
Project Description:		Upgrade signal heads to a larger size. Install reflectorized backplates and countdown pedestrian signals. Replace illumination with LED fixtures.							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	MS3E	Federal	2016		\$ 778,423				\$ 778,423
ADVCON	ACPO	Federal	2018					\$ 1,793,739	\$ 1,793,739
Other	Overmatch	Local	2018					\$ 87,029	\$ 87,029
									\$ -
									\$ -
Total:			\$ -	\$ 778,423	\$ -	\$ -	\$ 1,880,768	\$ 2,659,191	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. HSIP = Federal Highway Safety Improvement Program set at 100% federal (non required match) for roadway safety improvements 4. ADVCON = Federal fund generic placeholder allowing the state to cover the phase initially until the final federal fund code is determined and committed to the project.. 5. Other = Additional local funds the lead agency provides in support of the project phase above the required matching funds. Referred to also as "local overmatch"								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19722	70853	Portland	HSIP 2016 Signalized Improvements (Portland)					\$ 2,028,862	
Project Description:		Upgrade signal heads to a larger size. Install reflectorized backplates and countdown pedestrian signals. Replace illumination with LED fixtures.							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	MS3E	Federal	2016		\$ 778,423				\$ 778,423
Other	Overmatch	Local	2016		\$ 99,222				\$ 99,222
ADVCON	ACPO	Federal	2018					\$ 1,064,188	\$ 1,064,188
Other	Overmatch	Local	2018					\$ 87,029	\$ 87,029
Total:				\$ -	\$ 877,645	\$ -	\$ -	\$ 1,151,217	\$ 2,028,862
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.</p> <p>4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.</p>								
<p>Amendment Summary</p> <p>Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p>									

Exhibit A to Resolution 18-4912

**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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19723	70840	Portland	HSIP City of Portland Bike Ped					Local Rd	\$ 1,782,126
Project Description:		In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	MS3E	Federal	2016		\$ 432,689				\$ 432,689
Local	Match	Local	2016		\$ 36,503				\$ 36,503
Other	Overmatch	Local	2016		\$ 97,153				\$ 97,153
HSIP	MS30	Federal	2018					\$ 852,411	\$ 852,411
Local	Match	Local	2018					\$ 71,912	\$ 71,912
Other	Overmatch	Local	2018					\$ 291,458	\$ 291,458
									\$ -
Total:				\$ -	\$ 566,345	\$ -	\$ -	\$ 1,215,781	\$ 1,782,126
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects.</p> <p>4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</p>								
<p><u>Amendment Summary</u> Proposed changes are stated on the next page</p>									

PROJECT #6 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19723	70840	Portland	HSIP City of Portland Bike Ped	Local Rd	\$ 2,206,346
Project Description:			In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	MS3E	Federal	2016		\$ 432,689				\$ 432,689
Local	Match	Local	2016		\$ 36,503				\$ 36,503
Other	Overmatch	Local	2016		\$ 97,153				\$ 97,153
HSIP	MS30	Federal	2018					\$ 852,411	\$ 852,411
Local	Match	Local	2018					\$ 71,912	\$ 71,912
Other	Overmatch	Local	2018					\$ 715,678	\$ 715,678
Total:				\$ -	\$ 566,345	\$ -	\$ -	\$ 1,640,001	\$ 2,206,346

- Notes:
1. **Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects.
 4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".

Amendment Summary

A minor scope change is now occurring at the intersection of 148th and Division requiring curb extensions, and at the intersection of Division Street and 124th /125th which now will include a full signal. This results in a \$424k cost increase to the project. The amendment provides the updated final construction phase obligation amounts to FY 2018 for auditing purposes

Exhibit A to Resolution 18-4912

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
14409	70063	Portland	Marine Drive Path: NE 112th Ave - NE 185th Ave					Trail	\$ 1,076,563
Project Description:		Construct three segments of and off-street path and one segment of an on-street path with signal crossings							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
CMAQ	L40E	Federal	2014		\$ 250,347				\$ 250,347
Local	Match	Local	2014		\$ 28,653				\$ 28,653
CMAQ	L40E	Federal	2018					\$ 715,653	\$ 715,653
Local	Match	Local	2018					\$ 81,910	\$ 81,910
									\$ -
Total:					\$ 279,000			\$ 797,563	\$ 1,076,563
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds. These funds support activities that provide air quality improvements. 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 4. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								

Amendment Summary
 Proposed changes are stated on the next page

PROJECT #7 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
14409	71053	Metro	Marine Drive Path: NE 112th Ave - NE 185th Ave	Trail	\$ 1,450,179
Project Description:			Construct three segments of and off-street path and one segment of an on-street path with signal crossings		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
CMAQ	L40E	Federal	2014		\$ 250,347				\$ 250,347	
Local	Match	State	2014		\$ 28,653				\$ 28,653	
Other	Overmatch	Local	2014		\$ 10,000				\$ 10,000	
CMAQ	L40E	Federal	2018					\$ 715,653	\$ 715,653	
Local	Match	Local	2018					\$ 81,910	\$ 81,910	
Other	Overmatch	Local	2018					\$ 363,616	\$ 363,616	
									\$ -	
Total:					\$ -	\$ 289,000	\$ -	\$ -	\$ 1,161,179	\$ 1,450,179

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds. These funds support activities that provide air quality improvements.
 - Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 - Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".

Amendment Summary

The primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.

Exhibit A to Resolution 18-4912

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 MTIP PROJECT**

PROJECT #8 PROPOSED AMENDED CHANGES - **NEW PROJECT**

ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
TBD	TBD	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects				Highway	\$ 1,938,487	
Project Description:		In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement Project Grouping Bucket for Key 19298)							
MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
STP>200K	M230	Federal	2019		\$ 377,763				\$ 377,763
Local	Match	Local	2019		\$ 43,237				\$ 43,237
STP>200K	M230	Federal	2021					\$ 1,361,641	\$ 1,361,641
Local	Match	Local	2021					\$ 155,846	\$ 155,846
Total:				\$ -	\$ 421,000	\$ -	\$ -	\$ 1,517,487	\$ 1,938,487

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 - STP>200K = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000
 - Local = General local funds committed by the lead agency in support of the required match to the federal funds.

Amendment Summary

This formal amendment adds a new project for Portland. The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project.

Exhibit A to Resolution 18-4912

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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19298	70676	Portland	OR99W: SW 26th Ave - SW 19th (Portland)					Highway	\$ 1,999,331
Project Description:		This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard.							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
STP>200K	M230	Federal	2019		\$ 400,000				\$ 400,000
Local	Match	Local	2019		\$ 45,782				\$ 45,782
STP>200K	M230	Federal	2020			\$ 100,000			\$ 100,000
Local	Match	Local	2020			\$ 11,445			\$ 11,445
STP>200K	M230	Federal	2021					\$ 1,294,000	\$ 1,294,000
Local	Match	Local	2021					\$ 148,104	\$ 148,104
									\$ -
Total:				\$ -	\$ 445,782	\$ 111,445	\$ -	\$ 1,442,104	\$ 1,999,331
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP>200K = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #9 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19298	70676	Portland	OR99W: SW 26th Ave - SW 19th (Portland)	0	\$ -
Project Description:			This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard.		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
STP>200K	M230	Federal	2019		\$ -				\$ -
Local	Match	Local	2019		\$ -				\$ -
STP>200K	M230	Federal	2020			\$ -			\$ -
Local	Match	Local	2020			\$ -			\$ -
STP>200K	M230	Federal	2021					\$ -	\$ -
Local	Match	Local	2021					\$ -	\$ -
									\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

- ~~Red Font~~ = Funding reductions made to the project phase. ~~Blue font~~ = Additions made to the project as part of the amendment.
- ~~STP>200K~~ = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000
- ~~Local~~ = General local funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now.

Exhibit A to Resolution 18-4912

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 #10 EXISTING MTIP PROGRAMMING: **None** - NEW MTIP PROJECT

PROJECT #10 PROPOSED AMENDED CHANGES - NEW PROJECT

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21362	TBD	TriMet	TriMet Mass Transit Vehicle Replacement (5307)						\$ 1,076,248
Project Description:		Replacement of 2 mass transit vehicles. This project will be delivered through FTA.							
MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
State STBG-FLX	Z240	Federal	2019					\$ 965,717	\$ 965,717
State	Match	State	2019					\$ 110,531	\$ 110,531
								\$ -	\$ -
								\$ -	\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ 1,076,248	\$ 1,076,248

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 - State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.
 - State = General state funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, September 14, 2018
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: September 2018 MTIP Formal Amendment & Approval Request of Resolution 18-4912

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TEN PROJECTS IMPACTING KING CITY ODOT, PORTLAND AND TRIMET (SP19-02-SEP)

BACKGROUND

What this is:

The September 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting King City ODOT, Portland and TriMet. Ten projects are included in the amendment bundle. They are summarized in the below table:

Proposed September 2018 Formal Amendment Bundle Amendment Type: FORMAL, SP19-02-SEP Total Number of Projects: 10			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 18807	King City	OR99W: SW Royalty Parkway - SE Durham Rd (King City)	COST INCREASE: The construction phase received higher bids than anticipated. As a result additional funds are being committed to the construction phase to enable it to obligate by the end of 2018. This amendment is a corrective action to ensure the MTIP and STIP match up with the final construction phase obligation total for auditing purposes.
Project #2 19651	ODOT	I-5: Interstate Br (NB) Trunnon Shaft Replacement	COST INCREASE: The project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes.

<p>Project #3 19533</p>	<p>ODOT</p>	<p>I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)</p>	<p>COMBINING PROJECTS WITH A SCOPE UPDATE: The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 8 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.</p>
<p>Project #4 20482</p>	<p>ODOT</p>	<p>I-405 NB to US26 Over I-405 Connection Bridge</p>	<p>COMBINED/COST DECREASE: The amendment combines the construction phase funding into Key 19533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p>
<p>Project #5 19722</p>	<p>Portland</p>	<p>HSIP 2016 Signalized Improvements (Portland)</p>	<p>COST DECREASE: Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p>
<p>Project #6 19723</p>	<p>Portland</p>	<p>HSIP City of Portland Bikeped</p>	<p>COST INCREASE: Minor scope change occurring at the intersection of 148th and Division requiring curb extensions and the intersection of Division Street and 124th /125th now will include a full signal resulted in a \$424k cost addition to the project addressed with local funds. Cost increase is significant enough to warrant technical correction post construction phase obligation</p>
<p>Project #7 14409</p>	<p>Portland</p>	<p>Marine Drive Path NE 112th Ave - NE 185 Ave</p>	<p>COST INCREASE: The primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.</p>

Project #8 NEW TBD	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	<p>ADD NEW REPLACEMENT PROJECT: The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project. Key 19298 is in conflict with the planned new SW MAX line.</p>
Project #9 19298	Portland	OR99W: SW 26th Ave - SW 19th (Portland)	<p>CANCEL PROJECT: All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. (See above project). Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now and replaced by their new Barbur Blvd Sidewalk infill project also part of this amendment bundle.</p>
Project #10 21362	TriMet	TriMet Mass Transit Vehicle Replacement (5307)	<p>ADD NEW PROJECT: This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.</p>

What is the requested action?

JPACT is requesting Metro Council approval for Resolution 18-4912 enabling the identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

About the September 2018 Formal MTIP Amendment:

While this formal amendment is intended to continue the transition of needed project changes that affect FFY 2019 or later (post October 2018), the amendment serves an important secondary purpose. A trend has emerged with the end of federal fiscal year 2018 obligations especially for the construction phases. While the project engineer's cost methodology estimate for the construction phase is intended to be as accurate as possible, several projects have underestimated the construction phase costs. Some of this is due to the 90% design cost estimate coming in much higher than anticipated. Others are due to higher than expected contractor bids being received. Many construction phase final estimates are off as much as 20%-30%.

Most agencies have been able to address the added costs and the construction phase obligated before the end of FFY 2018. The added actual cost to the construction phase at time of obligation results in a discrepancy between the final project costs and the MTIP/STIP programming amounts. For auditing and transparency purposes, the MTIP and STIP need to be updated with final construction phase obligation amounts especially when the cost change is greater than 10%. Several projects included in the September 2018 Formal MTIP involve required FFY 2018 construction phase obligation corrections to ensure the MTIP and STIP match the final project costs, or show a variance of less than 10%. Because the programming to final obligation variance exceeds 20%, the corrections to 2018 still need to occur as a formal amendment. These corrective

amendments are expected to continue into the October 2018 and November 2018 Formal MTIP Amendments.

A detailed summary of the ten projects being amended as part of the September 2018 Formal MTIP amendment is provided in the below tables:

1. Project: OR99W: SW Royalty Parkway - SE Durham Rd (King City)	
Lead Agency:	King City
ODOT Key Number:	18807 MTIP ID Number: 70769
Project Description:	On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability
What is changing?	The cost increase to the project primarily impacts the construction phase. The increase is due to higher than expected construction bids being received.
Additional Details:	The cost increase does not reflect a change in scope. However, the project will complete a construction phase re-bid process as the original bid was rejected. The original bid came in at 56% over the project engineer's final assessment. A further project review determined the construction phase will need an additional \$262,000 to cover the expected higher costs for the construction phase. The lead agency has committed the extra funds to the project and the construction phase is still planned to obligate by the end of FFY 2018.
Why a Formal amendment is required?	The cost increase to the project of \$250,000 for the construction phase represents a 21.9% cost change to the project and exceeds the 20% threshold for cost changes that can occur via an administrative modification
Total Programmed Amount:	The total project programming amount increases from \$1,141,019 to \$1,391,020
Added Notes:	

2. Project: I-5: Interstate Br (NB) Trunnion Shaft Replacement																																																																																																																																																																			
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Project Description:	Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.																																																																																																																																																																		
What is changing?	This amendment is primarily a corrective action to the MTIP and STIP for project. The Preliminary Engineering (PE) phase budget and construction phase required increases to their existing programmed amounts. The updates were made as part of the 2018 STIP Update, but not passed on to the MTIP until now. The earlier cost projects were preliminary and the current increase represents updated phase costs. The increase is primarily a corrective action so the MTIP and STIP are balanced again for the planned construction phase obligation which is being advanced to occur before the end of 2018 without issue.																																																																																																																																																																		
Additional Details:	<p>The current MTIP and STIP programming for the project total is currently \$13,317,136. This amendment increases PE from \$2,568,000 to \$2,980,495. The Construction phase increases from</p> <table border="1" data-bbox="678 1570 1377 1921"> <thead> <tr> <th colspan="2">2018-2021 Active STIP</th> <th colspan="2">MULTNOMAH</th> <th colspan="2">2018-2021 Active STIP</th> </tr> <tr> <td colspan="4">Name: I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT</td> <td colspan="2">Key: 19651</td> </tr> <tr> <td colspan="6">Description: Replace trunnion shaft; bridge #01377A. Oregon Department of Transportation is lead on project with Washington Department of Transportation paying 50% of total.</td> </tr> <tr> <td colspan="6">MPO: Portland Metro MPO</td> </tr> <tr> <td colspan="6">Applicant: ODOT</td> </tr> <tr> <td colspan="6">Work Type: BRIDGE</td> </tr> <tr> <td colspan="6">Status: PROJECT SCHEDULED FOR CONSTRUCTION</td> </tr> <tr> <td colspan="6">Location(s)</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> <td>Highway</td> <td>ACT</td> <td>County(s)</td> </tr> <tr> <td>308.00 to 308.65</td> <td>0.65</td> <td>I-5</td> <td>PACIFIC HIGHWAY</td> <td>REGION 1 ACT</td> <td>MULTNOMAH</td> </tr> <tr> <td colspan="6">Current Project Estimate</td> </tr> <tr> <td>Year</td> <td>Planning</td> <td>Prelim. Engineering</td> <td>Right of Way</td> <td>Utility Relocation</td> <td>Construction</td> <td>Other</td> <td>Project Total</td> </tr> <tr> <td>2015</td> <td></td> <td>\$2,568,000.00</td> <td></td> <td></td> <td></td> <td></td> <td>\$10,748,136.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td>O1HD \$1,284,000.00</td> <td></td> <td></td> <td>O1HD \$5,374,568.00</td> <td></td> <td>\$13,317,136.00</td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Fund 2</td> <td></td> <td>Z030 \$840,487.00</td> <td></td> <td></td> <td>Z001 \$4,022,599.07</td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td>\$551,908.13</td> <td></td> <td></td> </tr> <tr> <td>Fund 3</td> <td></td> <td>Z001 \$528,658.35</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>\$90,541.65</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6">Footnote:</td> </tr> <tr> <td colspan="6">Most Recent Amendment Approved</td> </tr> <tr> <td colspan="4">Amendment No: 15-18-2366</td> <td colspan="2">Approval Date: 8/31/2017</td> </tr> <tr> <td colspan="6">Requested Action: Increase funding for the preliminary engineering phase.</td> </tr> </thead></table>	2018-2021 Active STIP		MULTNOMAH		2018-2021 Active STIP		Name: I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT				Key: 19651		Description: Replace trunnion shaft; bridge #01377A. Oregon Department of Transportation is lead on project with Washington Department of Transportation paying 50% of total.						MPO: Portland Metro MPO						Applicant: ODOT						Work Type: BRIDGE						Status: PROJECT SCHEDULED FOR CONSTRUCTION						Location(s)						Mileposts	Length	Route	Highway	ACT	County(s)	308.00 to 308.65	0.65	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH	Current Project Estimate						Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	2015		\$2,568,000.00					\$10,748,136.00	Fund 1		O1HD \$1,284,000.00			O1HD \$5,374,568.00		\$13,317,136.00	Match								Fund 2		Z030 \$840,487.00			Z001 \$4,022,599.07			Match					\$551,908.13			Fund 3		Z001 \$528,658.35						Match										\$90,541.65						Footnote:						Most Recent Amendment Approved						Amendment No: 15-18-2366				Approval Date: 8/31/2017		Requested Action: Increase funding for the preliminary engineering phase.					
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	<p>\$10,749,136 to \$13,475,269.</p> <p>Along with the cost increase the construction phase has been advanced through a previous administrative modification allowing the construction phase to obligate before the end of FFY 2018. This amendment also formally corrects the construction phase year of obligation based on the expected final phase obligation totals.</p>
Why a Formal amendment is required?	The revised total project cost is \$16,445,764 and represents an increase of \$3,128,629 which equals a 23.5% cost increase to the project. This is above the 20% threshold for administrative modifications for \$1 million of greater project costs.
Total Programmed Amount:	Total programming increases from \$13,317,136 to \$16,445,764 and is advanced from 2019 to 2018.
Added Notes:	Separate OTC approval was not required as approval for the cost increase occurred as part of the 2018 STIP Update.

3. Project:	I-405: Fremont Bridge I-405:Fremont Bridge to US26 WB connection bridge (Portland)																																		
Lead Agency:	ODOT																																		
ODOT Key Number:	19533	MTIP ID Number:	70836																																
Project Description:	<p>Replace modular joints and repair decks. Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.</p>																																		
What is changing?	<p>The amendment combines the construction phase funding and scope elements from Key 20482 into this project. As a result there is a significant scope update and limits adjustment which require a formal amendment through the combining action.</p> <p>Additionally, the construction phase obligation is planned to occur by the ned of FFY 2018. This amendment acts as a corrective action for auditing purposes ensuring the STIP and MTIP match up with the final PE and construction phase obligation amounts.</p>																																		
Additional Details:	<p>The work to be done on project K20482 is nearly identical in design effort and is in proximity to K19533. Therefore, there is an opportunity to combine the two projects to allow cost savings in traffic control, public affairs, design time, and contract management (overhead).</p> <p>In addition to the scope combined from K20482, we need to add a new bridge to the STIP location list, bridge #09268E, which was accidentally left out during prior programming. This is what is triggering the formal amendment.</p> <p>Project location sites now include the following MP locations:</p> <table border="1"> <thead> <tr> <th>Route</th> <th>MP Begin</th> <th>MP End</th> <th>Distance</th> </tr> </thead> <tbody> <tr> <td>I-405</td> <td>3.57</td> <td>to 4.00</td> <td>0.43 miles</td> </tr> <tr> <td>I-405</td> <td>3.64</td> <td>to 3.77</td> <td>0.13 miles</td> </tr> <tr> <td>I-405</td> <td>3.78</td> <td>to 3.98</td> <td>0.20 miles</td> </tr> <tr> <td>I-405</td> <td>2.61</td> <td>to 3.07</td> <td>0.46 miles</td> </tr> <tr> <td>I-405</td> <td>1.47</td> <td>to 1.67</td> <td>0.20 miles</td> </tr> <tr> <td>US-30</td> <td>1.03</td> <td>to 1.45</td> <td>0.42 miles</td> </tr> <tr> <td>US-30</td> <td>1.40</td> <td>to 1.52</td> <td>0.12 miles</td> </tr> </tbody> </table>			Route	MP Begin	MP End	Distance	I-405	3.57	to 4.00	0.43 miles	I-405	3.64	to 3.77	0.13 miles	I-405	3.78	to 3.98	0.20 miles	I-405	2.61	to 3.07	0.46 miles	I-405	1.47	to 1.67	0.20 miles	US-30	1.03	to 1.45	0.42 miles	US-30	1.40	to 1.52	0.12 miles
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Why a Formal amendment is required?	The updated scope element is significant enough to warrant the project combining action to be processed as a formal amendment. The scope adds bridge #09268E																																		

	through the combing action. A major change in the project scope triggers the need for a formal amendment.
Total Programmed Amount:	The total project programming amount increases from \$21,200,000 to \$22,954,542
Added Notes:	

4. Project: I-405 NB to US26 WB Over I-405 Connection Bridge	
Lead Agency:	ODOT
ODOT Key Number:	20482 MTIP ID Number: 70974
Project Description:	Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.
What is changing?	The construction phase scope and funding are being combined into Key 19533. There exists overlapping scope for both projects and the combining effort provides a better and extended use of available funding. The PE phase obligated in 2017 will be left programmed but change to be a prior obligated project. Key 20482 will be removed during the next MTIP & STIP Update
Additional Details:	
Why a Formal amendment is required?	The combining effort results in a significant scope update which warrants the need for a formal amendment
Total Programmed Amount:	By shifting the construction phase funding to Key 19533, the total project programming decreases from \$1,548,226 to \$5,641
Added Notes:	

5. Project: HSIP 2016 Signalized Improvements (Portland)	
Lead Agency:	ODOT
ODOT Key Number:	19722 MTIP ID Number: 70853
Project Description:	Upgrade signal heads to a larger size. Install reflectorized back plates and countdown pedestrian signals. Replace illumination with LED fixtures.
What is changing?	The amendment reflects a cost decrease due to a scope revision. Given the age of existing signal infrastructure at several locations, the City required a structural analysis to determine whether larger signal heads could be supported by the existing poles. Their consultant performed as much analysis as possible without foundation as-builts, steel materials testing, and/or geotechnical investigation, all of which would have substantial costs associated that the City is not prepared to take on at this juncture. The signal elements in question are being removed from the project and as a result the funding is being reduced.
Additional Details:	The goal of the Highway Safety Improvement Program (HSIP) program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. ODOT and Portland Bureau of Transportation (PBOT) staff developed a list of projects on city streets that met the HSIP criteria. ODOT awarded a grant for the HSIP 2016 Signalized Intersection Improvements program to PBOT in the amount of \$2,572,162. Intersections with traffic signals that require a new reflectorized back plate (RBP) were revised to account for the installation of an entire new 12"-12"-12" signal head with RBP, rather than just a new RBP. This is due to the input provided by ODOT based on prior HSIP installations in Gresham and Washington County. Those local agencies found that connections between signal heads and back plates and signal heads and poles vary by age of equipment and manufacturer and may be irreplaceable due to damage and wear to the aging equipment. Replacing entire signal head and connections helps to guarantee the replacement of the signal heads when a contractor is on-site. Doing this reduces costly change orders and down time for the project. The only exception to the above is northeast 122nd avenue and northeast Shaver street which was recently rebuilt with modern equipment.

Why a Formal amendment is required?	The scope change results in a cost change to the project of \$630,329. This represents a 23.7% cost change to the project which is above the 20% threshold for allowable cost changes via an administrative modification
Total Programmed Amount:	The project's total programming decreases from \$2,659,191 to \$2,028,862
Added Notes:	OTC approval was required and occurred during their August 16, 2018 meeting

6. Project: HSIP City of Portland Bike Ped	
Lead Agency:	Portland
ODOT Key Number:	19723 MTIP ID Number: 70840
Project Description:	In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon.
What is changing?	A scope change is now occurring at the intersection of 148th and Division requiring curb extensions, and at the intersection of Division Street and 124 th /125 th which now will include a full signal. This results in a \$424k cost increase to the project. The city obtained the required added funds to cover the construction phase increase. The amendment provides the updated final construction phase obligation amounts to FY 2018 for auditing purposes.
Additional Details:	Various locations are being removed from the scope of work for the project. Since safety funds are allocated by site, the federal funding associated with these locations is also being reduced. Remaining locations are receiving upgraded signals, which leads to a cost increase in Construction. The other source of the cost increase is the fact that PBOT updated their anticipated unit price for the signals due to recent bid quantities coming in high.
Why a Formal amendment is required?	The project increases by \$424,220 to address the construction phase shortfall which equals a 23.8% cost change to the project. The cost change is above the 20% threshold for \$1 million dollar or greater projects where cost changes can be accomplished by an administrative modification
Total Programmed Amount:	The project total programming increases from \$1,782,126 to \$2,206,346
Added Notes:	

7. Project: Marine Drive Path: NE 112th Ave - NE 185th Ave	
Lead Agency:	Portland
ODOT Key Number:	14409 MTIP ID Number: 70063
Project Description:	Construct three segments of and off-street path and one segment of an on-street path with signal crossings
What is changing?	The amendment reflects a cost increase primarily to the construction phase. The cost increase results from the Army Corp's requirements for the retaining wall and an recently updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.
Additional Details:	Per the PCR: Due to several changes in bid quantities due to requirements from the Army Corps of Engineers, the construction phase estimate significantly increased. Also, design budget requirements increased due to delays and extensive reviews by the Army Corps of Engineers. The city of Portland will be adding \$373,616 in local funds that can be used for PE and address the construction phase funding shortfall.

Why a Formal amendment is required?	The total project programming increases by \$373,616 which represents a 34.7% cost change to the project. This exceeds the 20% threshold for cost changes that can occur as an administrative amendment.
Total Programmed Amount:	The total project programming increases from \$1,076,563 to \$1,450,179
Added Notes:	

8. Project: OR99W/Barbur Blvd Area: Sidewalk Infill Projects

Lead Agency: **Portland**

ODOT Key Number: **TBD – NEW PROJECT** MTIP ID Number: **TBD**

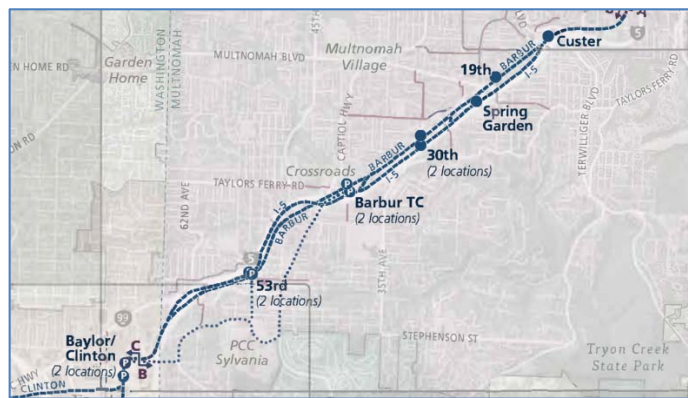
Project Description: In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement Project Grouping Bucket for Key 19298)

Key 19298, OR99W: SW 26th Ave – SW 19th (Portland) is an existing city project that was intended to build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard. The project is a Metro funded project through the Regional Flexible Fund Allocation (RFFA) program. The project was awarded \$1,794,000 of Metro Surface Transportation Program (STP) funds from the 2016-18 RFFA call.

However, ongoing development and refinement of the SW Corridor Plan identified a future conflict with the city’s project along Barbur Blvd. The Southwest Corridor Light Rail Project is a proposed new 12-mile Metropolitan Area Express (MAX) line from downtown Portland through Tigard, terminating near Bridgeport Village in Tualatin. The new line would be a major new spoke in the Regional High Capacity Transit Network

As proposed, the alignment potentially would be in conflict with Portland’s Key 19298 project. Metro and Portland examined possible project scope changes and workarounds. However, nothing feasible emerged. Rather than redact the funding, Metro offered Portland the chance to develop a replacement project in the same area with the same basic scope of work. The agreed replacement project will be the OR99W/Barbur Blvd Area Sidewalk Infill Projects (project grouping bucket) now being programmed through this amendment.

What is changing?



The new replacement project scope still will be a sidewalk infill project. The project will consist of four sidewalk infill locations as shown on the next page.

Additional Details:

Num	Name	Description	Phase	Year	Federal Fund	Federal Amount	Local Match Amount	Standard Fed & Match Total	Added Local Overmatch	Phase Total	Estimated Obligation Date
1	SW 26th Ave: I-5 to Taylors Ferry	Sidewalk Infills	PE	2019	STP	\$ 377,763	\$ 43,237	\$ 421,000	\$ -	\$ 421,000	5/1/2019
			ROW			\$ -	\$ -	\$ -	\$ -	\$ -	
			UR			\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	2021	STP	\$ 282,300	\$ 32,310	\$ 314,610	\$ -	\$ 314,610	12/1/2020
			Totals:					\$ 660,063	\$ 75,547	\$ 735,610	\$ -
Agency notes:											
2	SW 24th/25th: Multnomah to Spring Garden	Sidewalk Infills	PE	2019	STP						5/1/2019
			ROW			\$ -	\$ -	\$ -	\$ -	\$ -	
			UR			\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	2021	STP	\$ 392,366	\$ 44,908	\$ 437,274	\$ -	\$ 437,274	12/1/2020
			Totals:					\$ 392,366	\$ 44,908	\$ 437,274	\$ -
Agency notes:											
3	SW Custer: Capitol Hill to 13th Ave	Sidewalk Infills	PE	2019	STP						5/1/2019
			ROW			\$ -	\$ -	\$ -	\$ -	\$ -	
			UR			\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	2021	STP	\$ 257,679	\$ 29,493	\$ 287,172	\$ -	\$ 287,172	12/1/2020
			Totals:					\$ 257,679	\$ 29,493	\$ 287,172	\$ -
Agency Notes:											
4	SW 40th & Huber: RFB	Sidewalk Infills	PE	2019	STP						5/1/2019
			ROW			\$ -	\$ -	\$ -	\$ -	\$ -	
			UR			\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	2021	STP	\$ 429,296	\$ 49,135	\$ 478,431	\$ -	\$ 478,431	12/1/2020
			Totals:					\$ 429,296	\$ 49,135	\$ 478,431	\$ -
Agency Notes:											
Notes:											
<ol style="list-style-type: none"> Sub-projects will complete Preliminary Engineering (NEPA and Final Design) together PE and construction phase obligation milestone dates are preliminary for planning purposes. 											
Why a Formal amendment is required?	Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment										
Total Programmed Amount:	The total project programming will be \$1,938,487. The funds originate from the canceled project in Key 19298.										
Added Notes:											

9. Project:	OR99W: SW 26th Ave - SW 19th (Portland) (Canceled Project)										
Lead Agency:	Portland										
ODOT Key Number:	19298	MTIP ID Number:								70676	
Project Description:	This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard.										
What is changing?	Through this formal amendment, the project is being canceled. All funding is being transferred to Portland's OR99W/Barbur Blvd replacement project also part of this amendment bundle										

Additional Details:	See discussion in project #8 above explaining the reason why Key 19298 is being canceled.
Why a Formal amendment is required?	Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment
Total Programmed Amount:	Key 19298 programming goes from a total of \$1,999,331 to \$0 as the result of the formal amendment.
Added Notes:	

10. Project:	TriMet Mass Transit Vehicle Replacement (5307)		
Lead Agency:	TriMet		
ODOT Key Number:	21362 - NEW PROJECT	MTIP ID Number:	TBD
Project Description:	Replacement of 2 mass transit vehicles. This project will be delivered through FTA.		
What is changing?	This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.		
Additional Details:	<p>The Oregon Department of Transportation (ODOT) Rail and Public Transit Division (RPTD) conducts periodic discretionary grant solicitations. For the July 1, 2018 to June 30, 2020 biennium, several federal funding sources were used to conduct discretionary project solicitations, with the majority of the approximately \$15 million recommended grant awards being awarded for capital items in three separate categories.</p> <p>Enhanced Mobility of Seniors and Individuals with Disabilities Program: Funding comes from the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program. The FTA allocates funds to states in separate rural (less than 50,000 population) and small urban area (50,000-199,999) allocations. For this solicitation, RPTD offered program funding of \$1.7 million for public transportation services provided in rural areas. Eligible projects for this solicitation included operations, mobility management, purchased service and preventive maintenance for transportation providers serving seniors and individuals with disabilities in rural areas.</p> <p>Bus and Bus Facilities Program: RPTD offered \$8.5 million in funding for replacement and expansion of vehicles, facilities, equipment, signage and shelters for transportation providers in small urban and rural areas and for Mass Transit District vehicle replacement, using a mix of FTA funds and Federal Highway Administration (FHWA) funds in the Statewide Transportation Improvement Program (STIP).</p> <p>STP Vehicle Replacement Program: As part of the 2018-2021 STIP, the Commission awarded RPTD \$5 million per year for three years beginning in 2018 to replace transit vehicles for which ODOT is the security interest holder on the vehicle title.</p>		
Why a Formal amendment is required?	Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment		
Total Programmed Amount:	The total project programming is \$1,076,248		
Added Notes:	OTC approval during their May 2018 meeting		

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- 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:

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.

- 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 September 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification.....	August 28, 2018
• TPAC notification and approval recommendation.....	September 7, 2018
• JPACT approval and recommendation to Council.....	September 20, 2018
• Completion of public notification process.....	September 26, 2018
• Metro Council approval.....	September 27, 2018

Note: If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	October 1, 2018
• Amendment bundle submission to ODOT for review.....	October 3, 2018
• Submission of the final amendment package to USDOT.....	October 3, 2018
• ODOT clarification and approval.....	Mid October, 2018
• USDOT clarification and final amendment approval.....	Late October, 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 18-4912.

- TPAC approval: September 7, 2018
- JPACT Approval: September 20, 2018

Attachment: Project Location Maps

Date: Friday, September 14, 2018
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the September 2018 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

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

- Key 18807 – King City: OR99W SW Royalty Pkwy to SE Durham Rd
- Key 19651 – ODOT: I-5 Interstate Br (NB) Trunnion Shaft Replacement
- Key 19533 – ODOT: I-405 Fremont Bridge to US26 WB Connection Bridge
- Key 19722 – Portland: HSIP 2016 Signalized
- Key 19723 – Portland: HSIP City of Portland Bikedped
- Key 14409 – Portland: Marine Drive Path NE 112th Ave to NE 185th Ave
- Key NEW – TBD – Portland: OR99W/Barbur Blvd Area: Sidewalk Infill Projects

Key 18807

OR99W: SW Royalty Parkway - SE Durham Rd (King City)



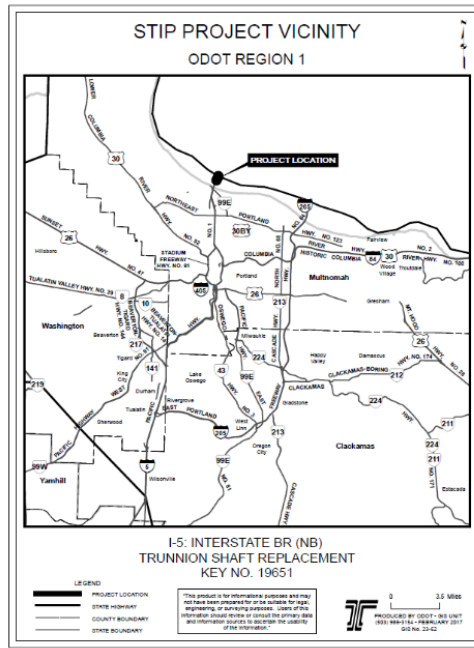
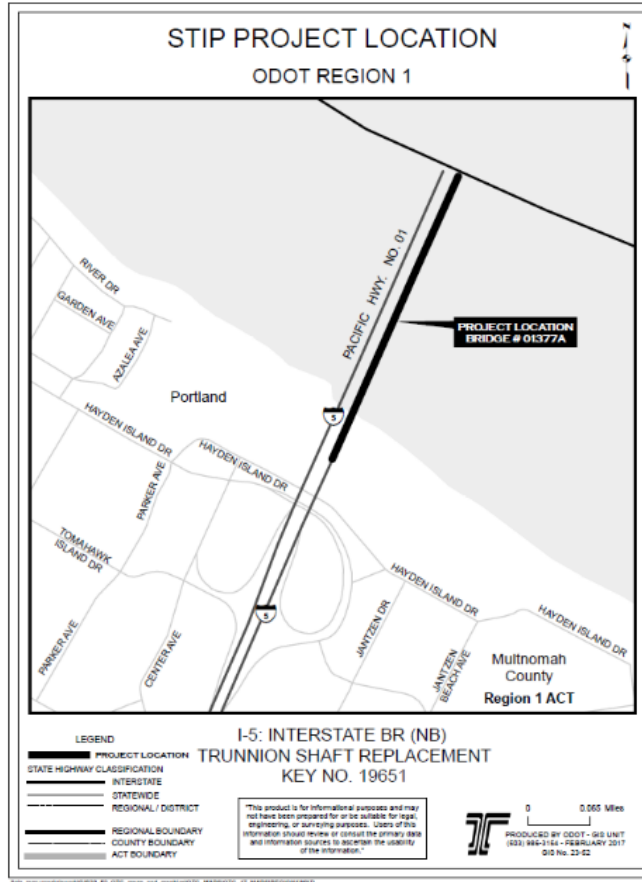
K18807: SW Royalty Pkwy - SW Durham Rd

SW Royalty Pkwy, MP 11.22

SW Durham Rd, MP 11.38

Key 19651

I-5: Interstate Br (NB) Trunnon Shaft Replacement (ODOT)



Key 19533

I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)
(Key 20482 combined into Key 19533)

I-405: NB to 26 WB IC



I-405: Fremont Bridge Approach Ramps (east of the Willamette River)

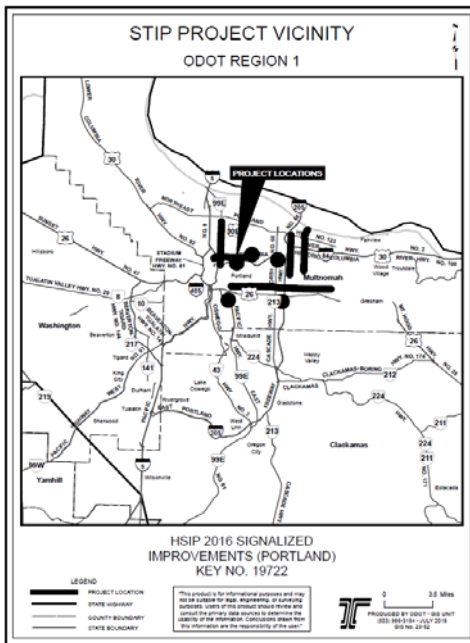
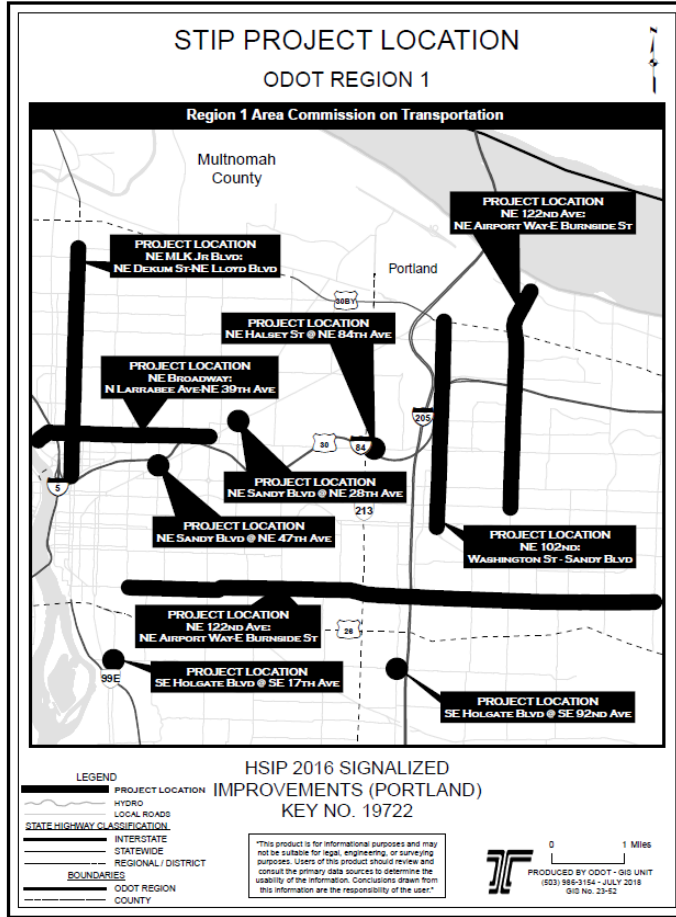


I-405: Fremont Bridge Approach Ramps (west of the Willamette River)



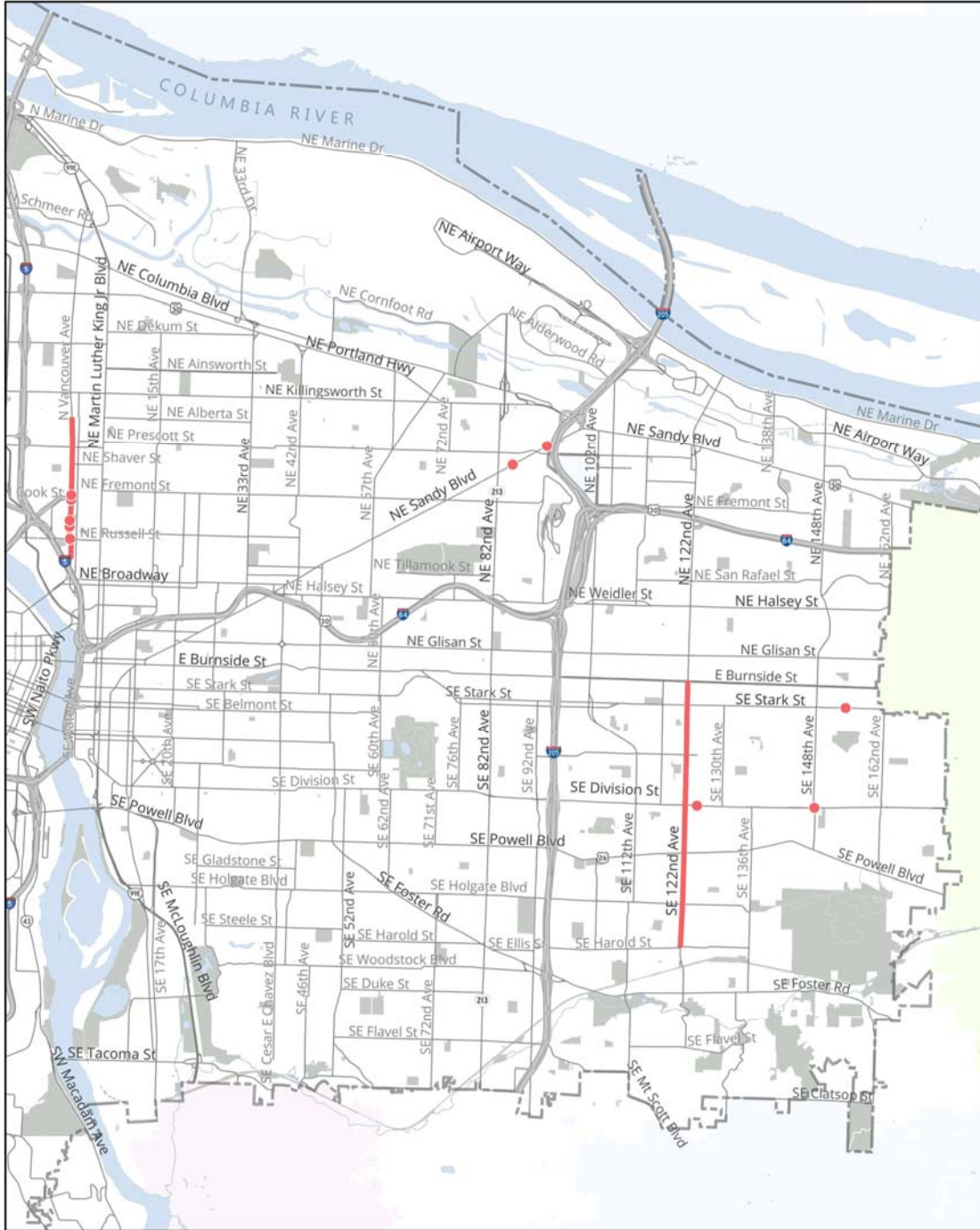
Key 19722

HSIP 2016 Signalized Improvements (Portland)



Key 19723
HSIP City of Portland Bikeped (Portland)

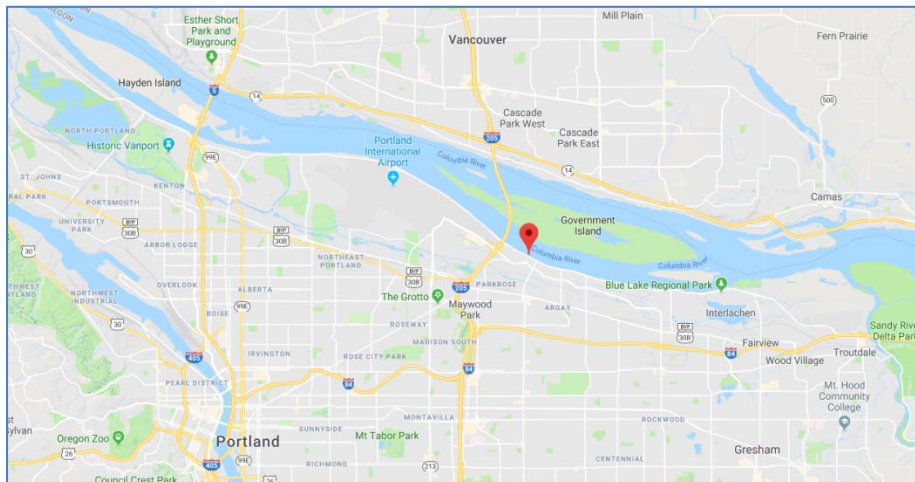
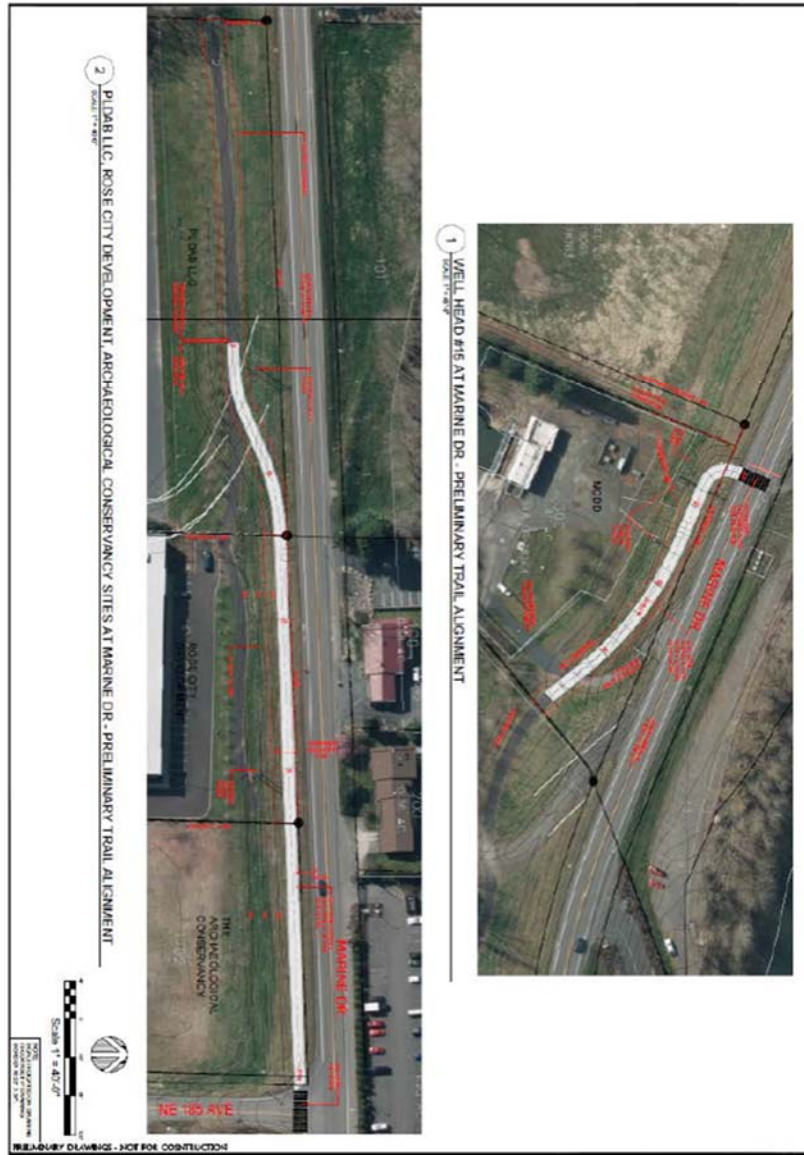
HSIP 2016 Bike/Ped Improvements (Portland)
KN 19723 Project Vicinity Map



Plot Date: 6/14/2016

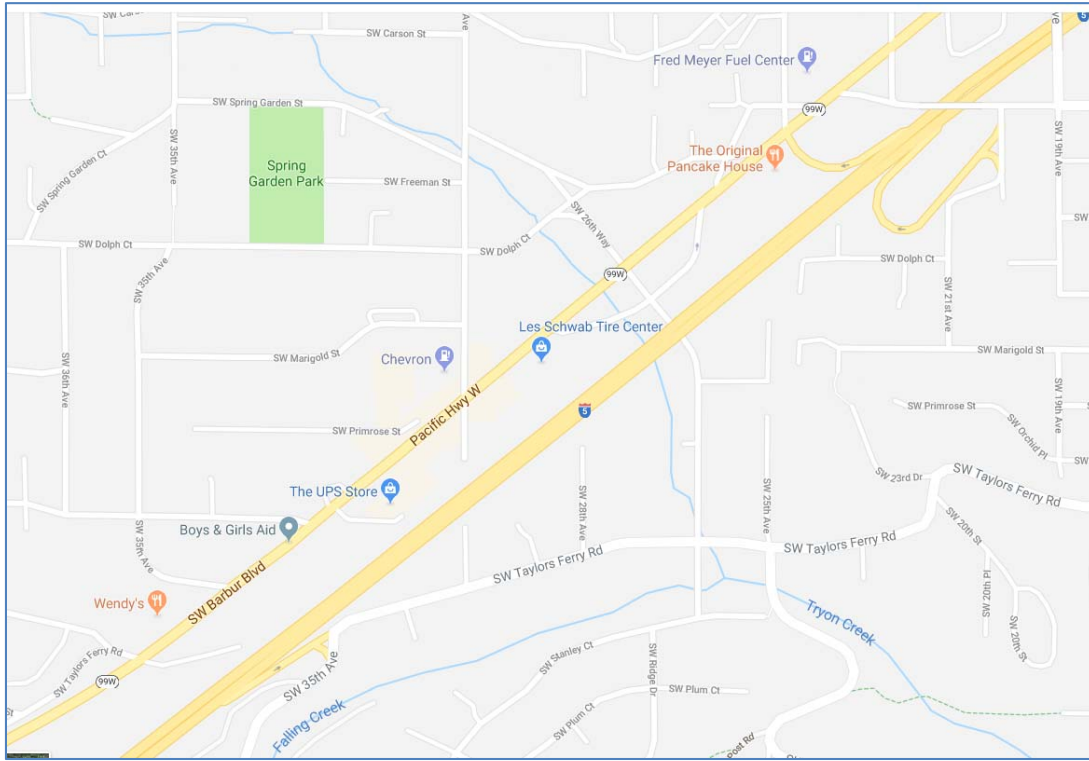
Key 14409

Marine Drive Path NE 112th Ave - NE 185 Ave (Portland)

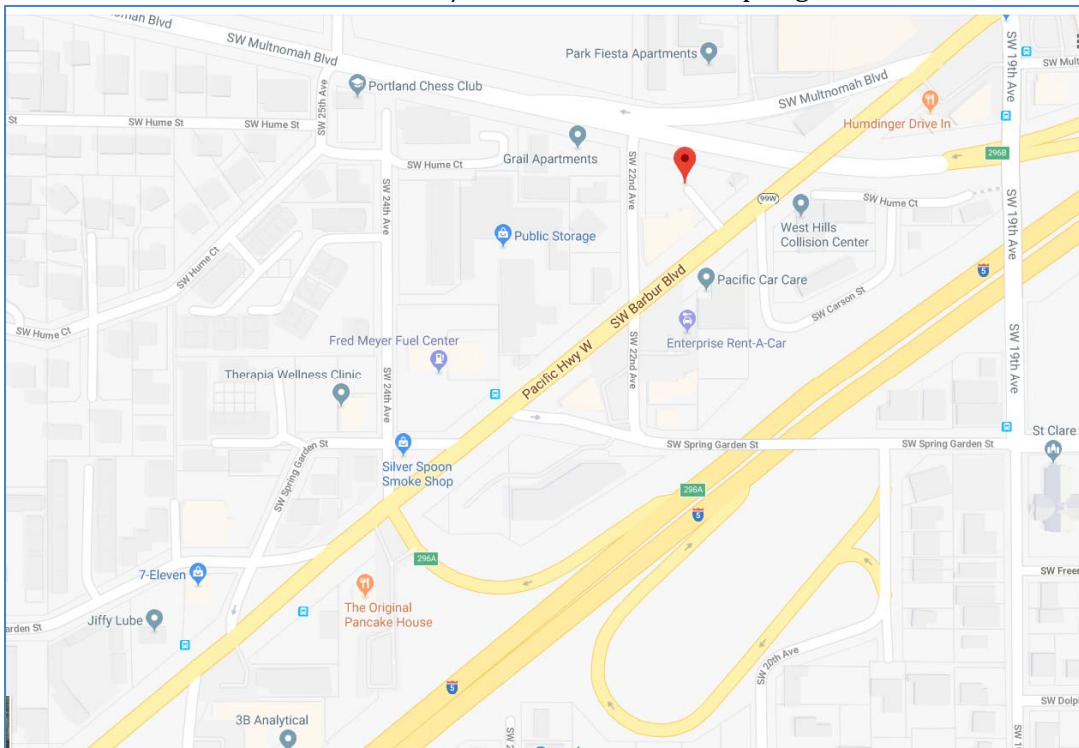


Key New – TBD

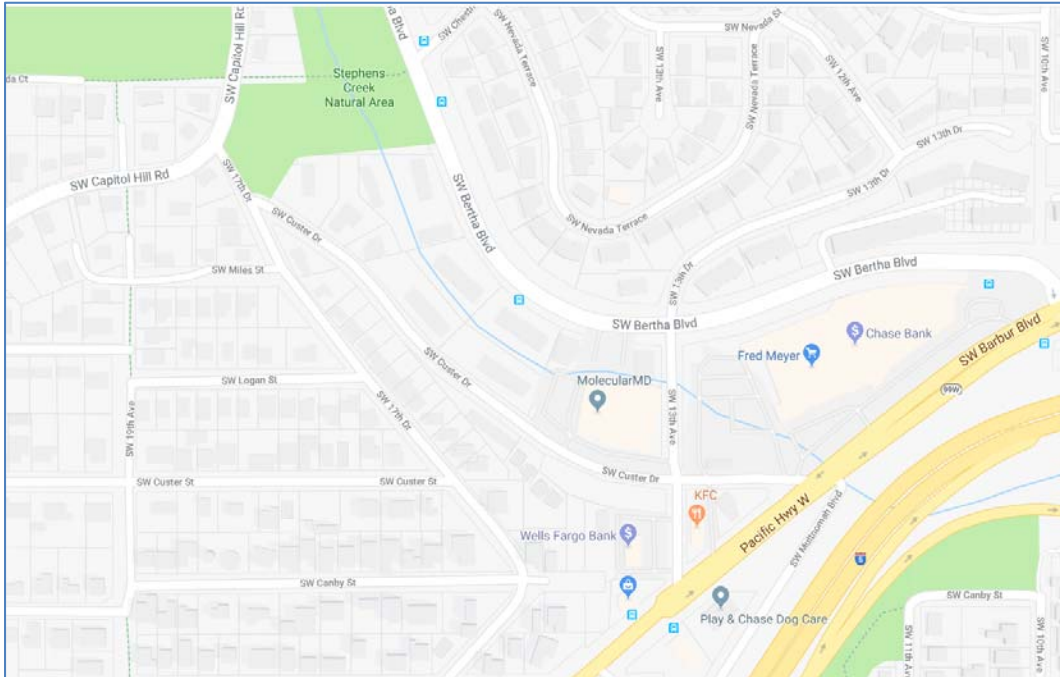
OR99W/Barbur Blvd Area: Sidewalk Infill Projects
Location 1: SW 26th Ave: I-5 to Taylors Ferry



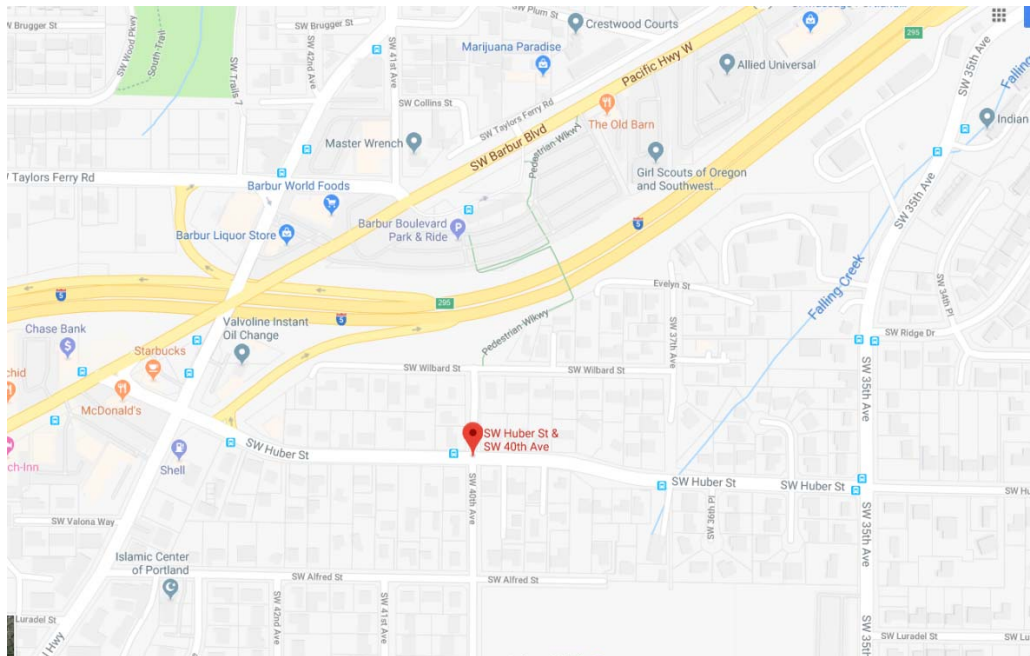
Location #2: SW 24th/25th: Multnomah to Spring Garden



Location #3:
SW Custer: Capitol Hill to 13th Ave



Location #4
SW 40th & Huber: RFB



Agenda Item No. 4.1

Office of the Auditor Annual Report for FY 2017-18

Presentations

Metro Council Meeting
Thursday, September 27, 2018
Metro Regional Center, Council Chamber



Metro

Office of the Auditor
Annual Report

FY 2017-2018

Brian Evans
Metro Auditor
September 2018

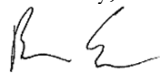
Message from the Metro Auditor

This report summarizes the performance of the Auditor's office over the last fiscal year (FY2017-18) and provides five-year trends for our performance measures. It is an opportunity to demonstrate our mission of accountable, transparent, efficient and effective government. I use the information to manage resources and make adjustments when needed. Continuous improvement is a common theme in the recommendations we make in audit reports. The annual report is a chance to apply the same approach to our own efforts. I hope you find it informative.


Audits completed this year covered a wide-range of Metro's programs and services including public records requests, social media use, sponsorship expenditures, financial condition and payroll. These audits identified opportunities to improve Metro's ability to reach its goals, and provide benefits to residents of the region.

The office also contributed to the audit profession in a number of ways last year. Angela Owens, Simone Rede, and I wrote an article that was published in the Local Government Auditing Quarterly in July. Elliot Shuford participated on a peer review team of an audit shop in Florida. We also led training sessions at two audit conferences. As in past years, I have been impressed with the dedicated service to the region employees in my office show, as well as their willingness to share their expertise and experiences with others in the auditing profession.

Sincerely,



Brian Evans
Metro Auditor

 503-797-1892

 auditor@oregonmetro.gov

 @MetroAuditor

www.oregonmetro.gov/regional-leadership/metro-auditor
Accountability Hotline: 888-299-5460 or www.metroaccountability.org

About the Auditor's Office

The office is led by the Metro Auditor; an elected position serving the entire Metro region. Performance audits are the primary work conducted by the office and follow Generally Accepted Government Auditing Standards. Performance audits provide independent and objective analysis to help management and the Metro Council be accountable to the public, improve program performance, reduce costs, and assist decision-making. The Office also oversees the contract for the annual financial audit of Metro's financial statements and administers the Accountability Hotline where employees or the public can report concerns about Metro's programs and services.

Brian Evans is the third elected auditor since the position was created in the Metro Charter in 1995. Prior to being elected, Brian worked in the Auditor's Office for six years. The Office includes the elected auditor, four staff auditors, and an administrative assistant:

- Brian Evans, CGAP, CIA, *Metro Auditor*
- Tracy Evans, *Auditor's Administrative Assistant*
- Angela Owens, CFE, *Senior Management Auditor*
- Zane Potter, *Senior Management Auditor*
- Simone Rede, CGAP, *Senior Management Auditor*
- Elliot Shuford, *Senior Management Auditor*

To meet audit standards, auditors are required to complete 80 hours of continuing professional education every two years. Our staff attend forums, workshops, and conferences on performance auditing, as well as participates in an annual retreat to plan our work, and enhance communication and teamwork.

In addition to continuing education, auditors contribute to the audit profession by leading training events both internally and at conferences. Several employees also serve on committees for the Association of Local Government Auditors, a professional organization committed to supporting and improving local government auditing through advocacy, collaboration, education, and training.

Mission and Values

Our mission is to:

- Ensure that Metro is accountable to the public,
- Ensure that Metro's activities are transparent, and
- Improve the efficiency and effectiveness of Metro programs and services.

It is our vision to be relevant and efficient, choosing the right areas to audit and completing audits quickly so Metro can continually improve its services and be accountable. Audit findings and recommendations are presented publicly before the Council and are intended to assist the Council and Chief Operating Officer in making improvements that will better serve the public. Reports are published on the Metro Auditor's web page.

Our values are:

- Professionalism
- Ethical behavior
- Credibility
- Wise and equitable use of resources
- Being open minded
- Respecting others
- Supporting findings with fact
- Balanced perspectives
- Teamwork

Performance measures

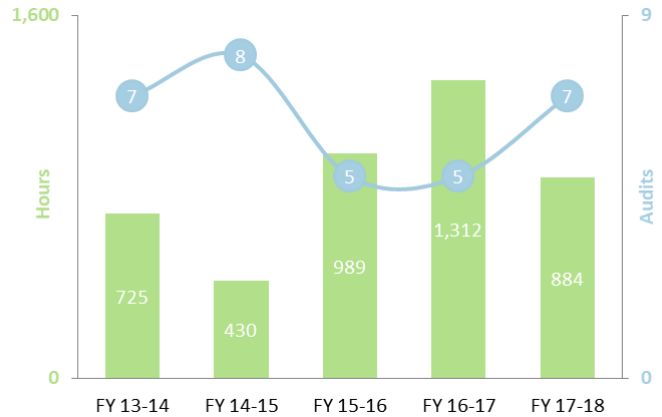
The performance of the Auditor's Office is measured by reviewing results in the following areas:

- Average hours to complete an audit and number completed;
- Number of audits completed per full time equivalent (FTE) employee;
- Audit hours per department,;
- Auditee feedback; and
- Recommendation implementation rate.

Average audit hours and number of audits

Average audit hours, and the number of audits completed, measure the Office's efficiency. In FY 2017-18, seven audits were completed. The hours required to complete each audit ranged from 204 to 1,990. The average was 884 hours.

Audits vary in length, depending on their scope and complexity. Average hours in FY 2016-17 were higher than other years due to the complexity of an audit completed in that year. Average hours per audit decreased this year due to follow-up audits and other audit topics with limited scopes of work. This led to more audits being completed, but with fewer hours devoted to each.

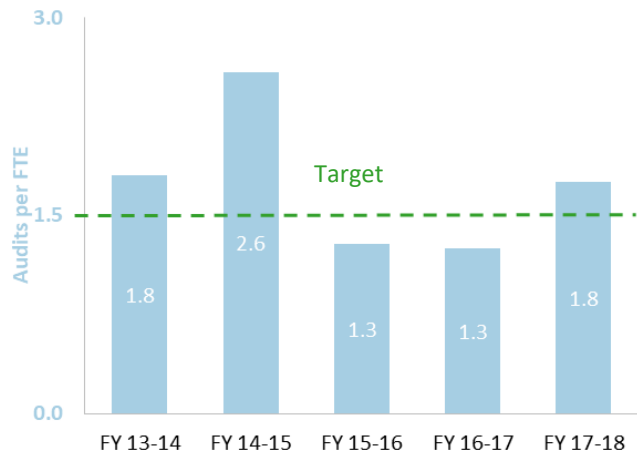


The seven audit reports published in FY 2017-18 included five full audits and two follow-up audits. A total of 31 recommendations were made. The audit reports released were:

- Zoo Quality of Life Program (November 2017)
- Payroll (December 2017)
- Social Media (January 2018)
- Public Records Requests (January 2018)
- Risk Management Program Follow-up (April 2018)
- Financial Condition of Metro FY2007-08 to FY 2016-17 (May 2018)
- Sponsorship Expenditures Follow-up (June 2018)

Audits per FTE

Another way to measure efficiency is by looking at the number of audits completed per full-time equivalent (FTE) employee. In FY 2017-18, 1.8 audits per FTE were completed, which was more than the previous year. Available staff hours and the scope of the audit determine the number of audits that can be completed each year. The length is affected by the complexity of the subject and size of the program. Generally, the office tries to complete one and a half audits per FTE each year. We met this performance target in three of the last five years.

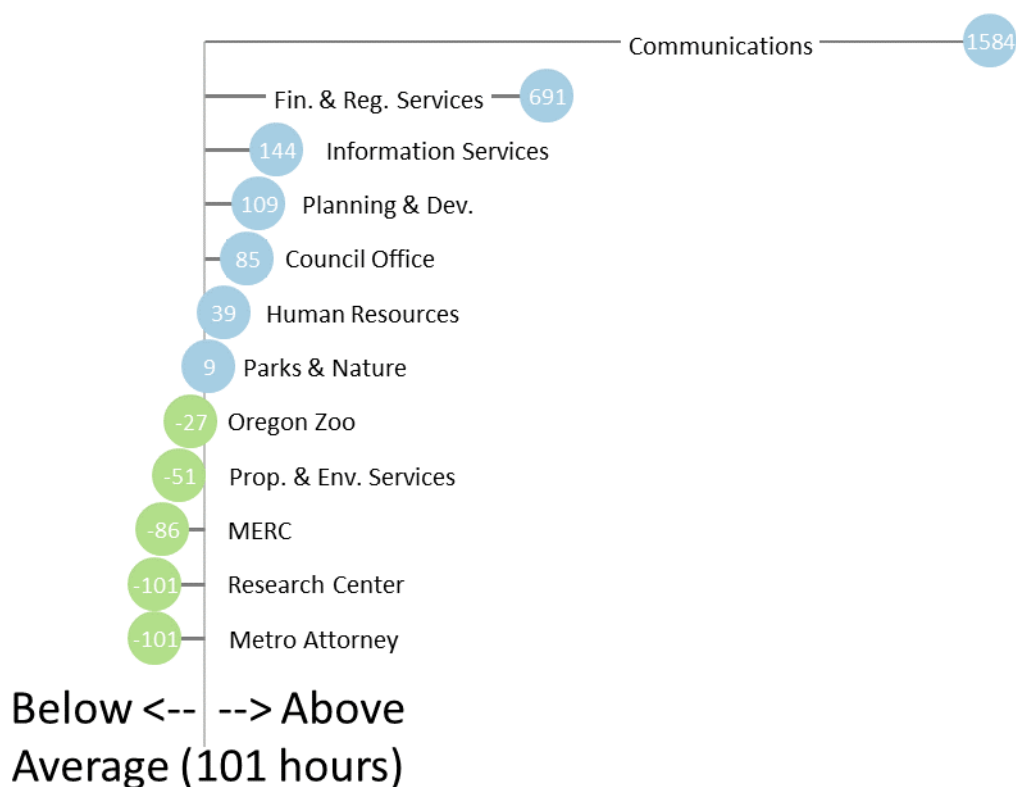


Audit hours per department

This measure is used to evaluate the office's effectiveness by analyzing how audit hours were distributed among Metro departments. It is calculated by dividing the total audit hours spent in each department by the department's size as measured by annual expenditures. In the last five years, about 101 audit hours were used for each \$1 million spent annually by Metro departments. If our office was able to provide equal coverage, each department would be aligned with the average line. In reality, more time is spent in some departments than others for a variety of reasons including audit timing and greater risks in some programs and services.

Over the last five-years, audit hours have been somewhat unevenly distributed between departments based on their level of expenditure. More time was spent in Communications, Finance and Regulatory Services, Information Services, Planning and Development, Council Office and Human Resources relative to their level of expenditure. Conversely, other parts of the organization such as Research Center, Metro Attorney, Metropolitan Exposition and Recreation Commission (MERC), Property and Environmental Services and Oregon Zoo had relatively few audit hours compared to their size. While some unevenness is expected, this type of analysis is one consideration when audits are placed on the schedule. This year some audits were scheduled in part to rebalance audit coverage.

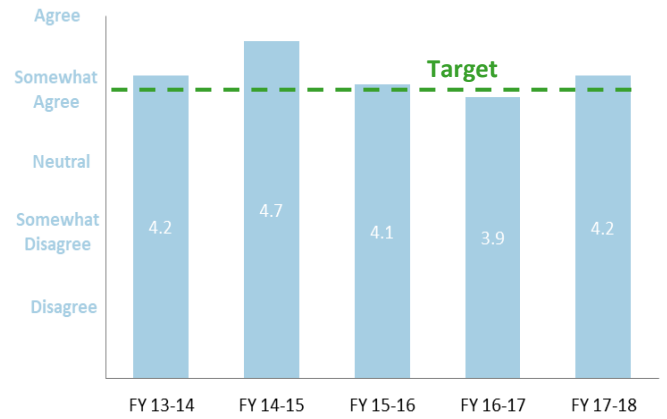
Audit hours per \$1 million expenditure



Auditee feedback

Surveys are a way to get input on the quality of our work. After an audit is published, we ask those involved to provide feedback through an anonymous survey. Survey questions are designed to get information about the audit process, staff, report, and overall satisfaction.

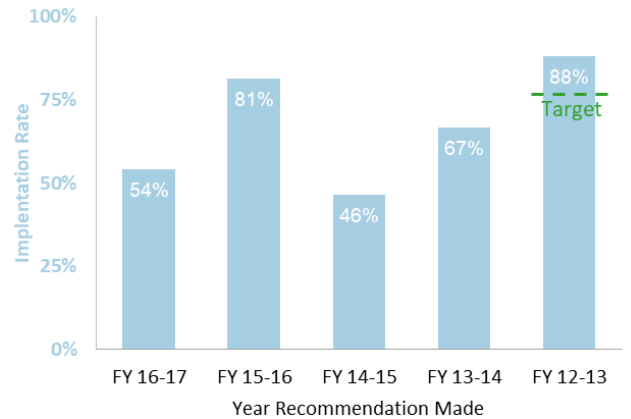
In FY 2017-18, the average level of agreement about the value of our work was 4.2 out of 5. This indicated satisfaction with our reports, staff, and process. The average number of responses per audit increased this year to seven, and our overall response rate was 59%. This indicates our online survey tool has been effective to increase the amount of feedback we receive.



Recommendation implementation rate

The percentage of recommendations that are implemented shows how much impact audits have on the organization. Each year, the Office asks directors to report on the status of recommendations made in the last five years. That information, combined with our conclusions from follow-up audits, is used to track the percent of recommendations implemented after the audit was released.

The performance target that at least 75% of the recommendations will be implemented within five years was met. According to the most recent information, 88% of our recommendations were implemented for the audits released in FY 2012-13. Management reported that all of the recommendations from three audits released that year were implemented. Two recommendations for the risk management program were in process based on our follow-up audit released in April 2018. After several years of uneven implementation, the trend for this indicator is a positive sign.



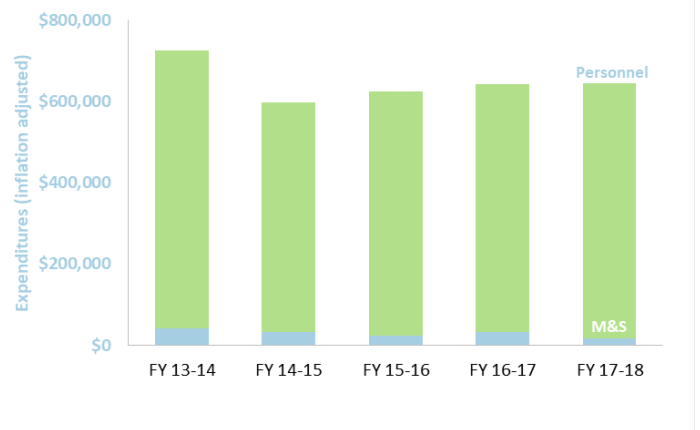
Audit schedule

The following audits are in process or scheduled to be started in FY 2018-19. Audit topics are selected based on input from Metro Council, department management, audit staff, and the public. In addition, we conduct a risk assessment to identify high priority topics.

Audit Title	Start Date	Expected Completion Date
Emergency Preparedness	December 2017	October 2018
Information Security/Technology	April 2018	February 2019
MWESB Procurement Follow-up	TBD	TBD
Code of Ethics	TBD	TBD
Solid Waste Service Equity	TBD	TBD
Research Center	TBD	TBD
Capital Project Planning/Asset Management Follow-ups	TBD	TBD

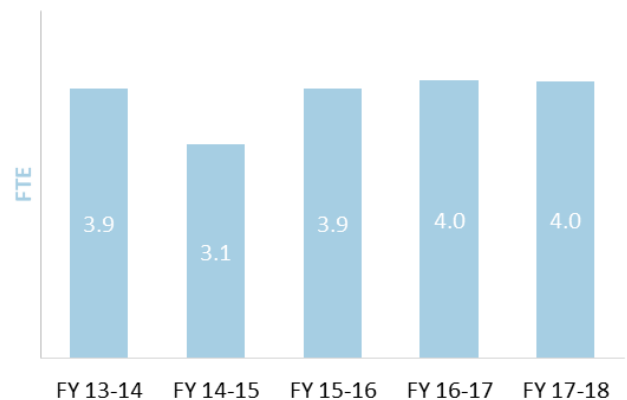
Expenditures

Expenditures were about 1% higher than last year. This was the result of higher personnel costs, which increased by about 3%. Spending on materials and services declined compared to the previous year.



Staffing available

This graph represents actual staff hours available. In FY 2017-18, there were 8,320 audit hours available, the equivalent of 4 FTE. This was unchanged from the previous year.



Accountability Hotline summary

The Accountability Hotline gives employees and the public a way to report waste, inefficiency, or abuse of resources. The Metro Auditor administers the Accountability Hotline in consultation with upper management, the Metro Attorney, and the Human Resources Director. Cases may be handled by Human Resources personnel if disciplinary action could result. In some cases, upper management will assign an investigation to a department director if the report involves a service or program in their department. The Auditor reserves the right to conduct an audit on any report received.

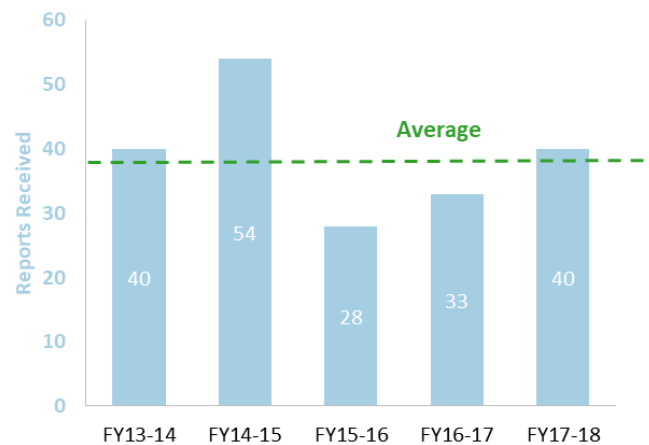
Forty reports were received in FY 2017-18. There was wide variety in the specificity and issues identified in the reports. As a result, they cannot be categorized or summarized easily. About 68% of the reports were related to the Oregon Zoo and 23% were related to other visitor venues.

Twenty-seven reports were successfully investigated or were in the process of being investigated at the end of the fiscal year. Thirteen reports were not investigated because they did not provide enough information to investigate or the issue raised was better handled through a different process.

Of the 27 reports that were successfully investigated, 11 were substantiated and 15 were unfounded or inaccurate. One report was still in process at the time of this report. The most frequent action taken in response to a report was to relay information to the person reporting the concern to provide context or additional information about what occurred. Corrective actions were taken in 10 cases.

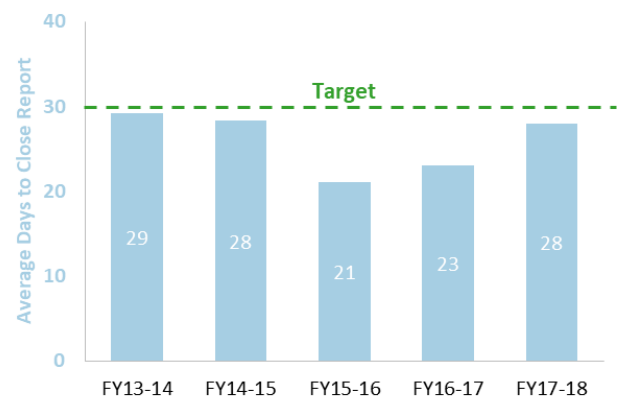
Reports received

The number of Accountability Hotline reports received increased by about 21% this year. In FY 2017-18, a total of 40 reports were received. That was similar to the average number of reports (39) that have been received over the last five-years.



Average days to close a case

According to best practices, cases should be resolved in 30 days or less to be responsive to the person reporting. The performance target was achieved in each of the last five years.



Agenda Item No. 5.1

Resolution No. 18-4914, For the Purpose of Providing Direction to Metro Staff Regarding
the 2018 Urban Growth Report and Expansion of the Urban Growth Boundary

Resolutions

Metro Council Meeting
Thursday, September 27, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING) RESOLUTION NO. 18-4914
DIRECTION TO METRO STAFF REGARDING)
THE 2018 URBAN GROWTH REPORT AND) Introduced by Chief Operating Officer Martha
EXPANSION OF THE URBAN GROWTH) Bennett in concurrence with Council
BOUNDARY) President Tom Hughes

WHEREAS, in 2007 the Oregon Legislative Assembly enacted Senate Bill 1011, authorizing Metro and the three counties in the Metro region to designate urban and rural reserves; and

WHEREAS, in 2010 the Metro Council adopted amendments to Title 11 of the Urban Growth Management Functional Plan requiring cities to prepare concept plans for urban reserve areas prior to those areas being added to the Urban Growth Boundary (UGB); and

WHEREAS, in 2010 the Metro Council adopted amendments to the Regional Framework Plan identifying six desired outcomes and characteristics of a successful region, in order to guide Metro in decision making; and

WHEREAS, in 2017 Metro, Multnomah County and Clackamas County re-adopted urban and rural reserves in those two counties following the remand from the Oregon Court of Appeals in 2014; and

WHEREAS, urban and rural reserves in Washington County were acknowledged in 2015 by the Oregon Legislative Assembly via House Bill 4078; and

WHEREAS, on March 16, 2018 the Land Conservation and Development Commission adopted a final order acknowledging the urban and rural reserves in Multnomah County and Clackamas County as being in compliance with state law; and

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

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

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

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

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

WHEREAS, on December 14, 2017 the Metro Council adopted Ordinance No. 17-1408, which adopted amendments to Title 14 of the Urban Growth Management Functional Plan (UGMFP) in order to implement the recommendations of the Task Force to create a more flexible approach for future UGB expansions in the Metro region focused on the merits of city proposals; and

WHEREAS, in early 2017 the Metro Council approved a work program for making a growth management decision in 2018, including a directive that the 2018 decision should be conducted with an emphasis on an outcomes-based approach and a focus on the merits of city proposals for UGB expansions; and

WHEREAS, consistent with that directive Metro staff created a new process for cities to submit proposals for UGB expansions for the proposed expansion areas and a narrative regarding what steps the city is taking toward the goals and objectives described in section 3.07.1425(d) of the UGMFP; and

WHEREAS, the cities of Wilsonville, Hillsboro, Beaverton and King City submitted complete proposals to Metro for UGB expansions by the May 31, 2018 deadline; and

WHEREAS, the four city proposals were reviewed and discussed by the Metro Council, the Metro Policy Advisory Committee, the Metro Technical Advisory Committee, and a City Readiness Advisory Group appointed by the Metro President; and

WHEREAS, on July 3, 2018 Metro planning staff released the draft 2018 Urban Growth Report (UGR), which includes a peer reviewed analysis concluding that the Metro Council has the latitude to determine whether there is a regional need to expand the UGB for housing; and

WHEREAS, on September 4, 2018 the Metro Chief Operating Officer issued her COO Recommendation, analyzing the four city proposals and recommending that all four proposed UGB expansions should be approved by the Metro Council, with specific conditions and recommendations; and

WHEREAS, on September 12, 2018 the Metro Policy Advisory Committee unanimously endorsed the COO Recommendation; and

WHEREAS, in order to finalize the 2018 UGR and prepare for adoption of a Metro Council ordinance expanding the UGB by the end of 2018, Metro planning staff requires guidance from the Metro Council regarding whether some or all of the city proposals should be added to the UGB;

NOW THEREFORE BE IT RESOLVED that:

1. The Metro Council directs Metro staff to prepare a final 2018 UGR that includes the UGB expansion areas as proposed by *[insert city or cities here]*, and
2. The Metro Council directs Metro staff to include appropriate conditions of approval consistent with the conditions and recommendations stated in the COO Recommendation, including conditions that will ensure an appropriate mix and adequate supply of housing types in the expansion areas, specifically addressing the need for “missing middle” housing integrated throughout the expansion areas to provide more flexibility for a variety of housing options; and

3. The Metro Council expressly concurs with the COO Recommendation that Metro staff should return to the Metro Council in 2019 with two proposed work programs that: (a) consider future regional employment trends, and (b) revisit the 2040 Growth Concept.

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

Tom Hughes, Council President

Approved as to Form:

Nathan A. S. Sykes
Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4914, FOR THE PURPOSE OF PROVIDING DIRECTION TO METRO STAFF REGARDING THE 2018 URBAN GROWTH REPORT AND EXPANSION OF THE URBAN GROWTH BOUNDARY

Date: September 13, 2018

Prepared by: Ted Reid, Principal Regional Planner
ted.reid@oregonmetro.gov

BACKGROUND

Council direction in 2015

When making a growth management decision in late 2015, the Metro Council provided additional direction, including:

- Produce a new draft urban growth report within three years.
- Continue working with Clackamas County and Multnomah County to finalize urban and rural reserve designations and to seek acknowledgement of reserves from the Land Conservation and Development Commission as soon as possible.
- Work with its regional partners to explore possible improvements to the region's growth management process.

Metro Council and staff have worked with our partners to successfully address that direction.

Council direction sought now

Resolution No. 18-4914 is intended to provide staff with additional direction. That direction will enable staff to complete required analyses and public notices in time for the Council's December 2018 decision. Specifically, staff seeks Council direction on which proposed urban growth boundary expansions it intends to make in December 2018.

Summary of process to date

Process improvements

In 2010, the Metro Council and its partners made several improvements to the region's urban growth management processes. Those improvements include the adoption of urban and rural reserves, adoption of the requirement that a concept plan be completed for an urban reserve before the area is added to the UGB, the adoption of six desired outcomes in the Regional Framework Plan, and the adoption of an expedited process for considering UGB expansion proposals for employment uses.

The expedited process for employment expansions has been accompanied by Metro's ongoing support and participation in the Regional Industrial Site Readiness partnership. That partnership has maintained an inventory of large industrial sites (25 plus net buildable acres per site) in the UGB, documenting the actions that need to be taken to make them development-ready.

In 2016, Council President Hughes convened the Urban Growth Readiness Task Force, which provided additional suggestions for improving the region's residential urban growth management process. The Task Force included mayors, county commissioners, and representatives from the Oregon Department of Land Conservation and Development, 1000 Friends of Oregon, and the Home Builders Association of

Metropolitan Portland. The Task Force’s unanimous recommendations were intended to provide the Council with additional flexibility to respond to city proposals for residential urban growth boundary (UGB) expansions. The Task Force also made suggestions for what should be expected of cities making expansion proposals. The Metro Council accepted the Task Force’s recommendations with adoption of Resolution No. 17-4764.

Throughout 2017, Metro staff worked with the Metro Technical Advisory Committee (MTAC) to develop Metro code that would lay out those expectations for cities proposing residential UGB expansions. Based on MTAC and the Metro Policy Advisory Committee’s (MPAC) unanimous recommendations, the Council adopted code amendments in December 2017 with Ordinance No. 17-1408.

In 2017, Metro and a coalition of partners also successfully advocated for changes to state law that provide the region with additional flexibility for responding to city proposals for residential UGB expansions. That legislation enables a “mid-cycle” residential UGB amendment process that the Council may choose to use in 2021 (pending city proposals).

Four city expansion proposals

Four cities – Beaverton, Hillsboro, King City and Wilsonville – submitted UGB expansion proposals by the May 31, 2018 deadline. The four cities have presented their proposals at Council work sessions, MPAC and MTAC. The four cities addressed Metro code requirements in their proposals, including the requirement – adopted in 2010 – that a concept plan be completed before the Council expands the UGB as well as newer factors – adopted in 2017 – that clarify expectations for cities.

Public comment on city proposals

Metro staff conducted an online comment period on the four city proposals from June 8 through July 9, 2018. Public comments have been compiled and summarized in a report that was posted on Metro’s website and made available to the Metro Council and MPAC.

Additional perspectives on city readiness

Recognizing that the Council’s new approach to growth management decisions would benefit from new perspectives, in June 2018 Council President Hughes convened private and public sector experts in affordable housing, parks planning, residential and mixed-use development, multimodal transportation, and equity. City Readiness Advisory Group (CRAG) members were asked to identify the strengths and weaknesses of city proposals. Their discussion was summarized at a Council work session, MPAC and MTAC.

Draft 2018 Urban Growth Report

Metro staff has completed a draft Urban Growth Report (UGR) and presented it to the Metro Council, MPAC and MTAC. The UGR demonstrates that the Council has the latitude to determine whether there is a regional need for the proposed UGB expansions.

Two essential elements of the UGR – the regional range forecast and the buildable land inventory – were peer reviewed by external technical experts. Likewise, Metro subjected its land use model, MetroScope, to peer review.

The UGR’s buildable land inventory methods and results, as well as other modeling assumptions, were discussed at meetings of the Land Use Technical Advisory Group on the following occasions:

6-20-17
9-26-17
10-24-17

11-28-17
12-19-17
1-23-18
2-27-18
3-27-18

In late 2017 and early 2018, a preliminary buildable land inventory was made available to all cities and counties for review. The buildable land inventory included in the draft UGR responds to all edits that were received from cities and counties.

MTAC engagement

MTAC has been engaged in topics related to the 2018 growth management decision for the last two and a half years, including:

3-2-16	Work program update
6-1-16	Urban Growth Readiness Task Force update
7-6-16	Urban Growth Readiness Task Force update
7-13-16	Initial suggestions for addressing recommendations from the Urban Growth Readiness Task Force
8-3-16	Initial suggestions for addressing recommendations from Urban Growth Readiness Task Force
9-7-16	Urban Growth Readiness Task Force update
10-19-16	Metro Title 14 amendments (expectations for cities proposing residential UGB expansions)
12-7-16	Urban Growth Readiness Task Force update
2-1-17	Metro Title 14 amendments (expectations for cities proposing residential UGB expansions)
4-5-17	Work program overview for 2018 growth management decision
4-5-17	Metro Title 14 amendments (expectations for cities proposing residential UGB expansions)
8-2-17	Metro Title 14 amendments (expectations for cities proposing residential UGB expansions)
9-6-17	Recommendation to MPAC: Metro Title 14 amendments (expectations for cities proposing residential UGB expansions)
10-4-17	Goal 14 analysis (locational factor analysis of urban reserves)
2-7-18	Regional population and employment forecast
3-7-18	Buildable land inventory
5-16-18	Goal 14 analysis (locational factor analysis of urban reserves)
6-20-18	UGB expansion proposal presentations by Beaverton, Hillsboro, King City, Wilsonville
7-11-18	Draft UGR; urban reserve alternatives analysis
7-18-18	Summary of CRAG discussions of city expansion proposals

MPAC engagement

MPAC has devoted much of 2017 and 2018 to discussing residential and employment trends and the region's economic outlook, preparing itself to make a growth management recommendation to the Metro Council. MPAC discussions related to the urban growth management decision have included the following:

3-8-17	Work program summary
9-27-17	Metro Title 14 amendments (expectations for cities proposing residential UGB expansions)

9-27-17	Housing trends in Portland and Hillsboro
10-11-17	MPAC recommendation: Metro Title 14 amendments (expectations for cities proposing residential UGB expansions)
10-11-17	Housing trends in Clackamas Co. and Milwaukie
10-25-17	Housing trends in Wilsonville and Beaverton
1-24-18	Housing trends in Tigard
3-14-18	Update on growth management process
4-11-18	Regional population and employment forecast panel discussion
4-25-18	Employment trends panel discussion
6-13-18	Expansion proposals: Hillsboro and King City
6-27-18	Expansion proposals: Wilsonville and Beaverton
7-11-18	Draft Urban Growth Report
7-25-18	Report from CRAG on strengths and weaknesses of city expansion proposals
9-12-18	Chief Operating Officer recommendation; MPAC recommendation

When prompted at its July 11 and 25, 2018 meetings, MPAC did not identify any additional technical questions for MTAC regarding the UGR or city proposals for UGB expansions.

Stakeholder engagement

In addition to MPAC and MTAC engagement and other technical peer review activities, Metro staff has attended a number of stakeholder meetings to describe the growth management process, regional analysis, city proposals, and Chief Operating Officer recommendations.

Chief Operating Officer recommendation

Metro's Chief Operating Officer (COO) issued a recommendation on August 28, 2018. The Metro Council discussed the recommendation at a September 4, 2018 work session and MPAC discussed it at its September 12, 2018 meeting. The COO recommendation is to expand the UGB in the four proposed areas (Beaverton, Hillsboro, King City and Wilsonville) with conditions of approval that encourage a mix of housing.

Metro's COO also recommended that staff return to the Metro Council in early 2019 with proposed work programs to gain a better understanding of changes in the changing economy and to refresh the 2040 Growth Concept.

MPAC recommendation

On September 12, 2018 MPAC unanimously endorsed the COO recommendations.

Next steps

The Metro Council is scheduled to hold two public hearings on September 20 and 27. On September 27, the Council will consider Resolution No. 18-4914, which will provide staff with Council's direction for its intended growth management decision. In response to that direction, staff will work to complete required analyses and public notices in the fall. The Council would then hold two additional public hearings on December 6 and 13, to consider an ordinance that would finalize the Council's 2018 growth management decision and provide any other direction that the Council wishes to give to staff.

ANALYSIS/INFORMATION

1. Known Opposition

Public comments on the four city expansion proposals indicate some opposition to specific UGB expansions. A conservation land trust and other stakeholders have expressed concern that a

conservation easement over a property in the proposed King City expansion area needs to be honored (King City's concept plan for the area indicates a road extension across the property that would not be allowed under the conservation easement). Business interest groups have indicated concern about the regional employment forecast for industrial employment. Various stakeholders have indicated that a mix of housing is needed in any UGB expansion areas.

2. Legal Antecedents

- Statewide Planning Goals 10 (Housing) and 14 (Urbanization)
- Oregon Revised Statutes 197.296, 197.299, and 197.303 (Needed Housing in Urban Growth Areas)
- Oregon Administrative Rules, Division 24 (Urban Growth Boundaries)
- Metro Regional Framework Plan, Chapter 1 (Land Use)
- Metro Urban Growth Management Functional Plan, Titles 11 (Planning for New Urban Areas) and 14 (Urban Growth Boundaries)
- Metro Ordinance No. 15-1361 (2015 growth management decision, which provides direction for this decision process)
- Metro Resolution No. 17-4764 (accepting recommendations from the Urban Growth Readiness Task Force)

3. Anticipated Effects

Staff would complete the 2018 UGR and public notice requirements according to Council direction, positioning the Council to make its formal growth management decision in December 2018. Staff would also work to develop conditions of approval that advance the Council's interests in ensuring a mix of housing in the expansion areas.

4. Budget Impacts

Likely budget impacts are accounted for in current staffing levels.

RECOMMENDED ACTION

Adopt Resolution No. 18-4914.

Materials following this page were distributed at the meeting.

Testimony of Eric Wentland before Metro Council on September 27, 2018

Good afternoon Council members. My name is Eric Wentland and I am the manager of Greenway Recycling at 4135 NW St Helens Rd, Portland OR 97210. We are a Material Recovery Facility licensed by both Metro and DEQ. As many of you may have heard, we were the victim of an arsonist at 3:30 yesterday morning. Due to the excellent response of the Portland Fire Bureau we were able to limit the damage to our facility, get our doors open for regular business today.

The arsonist lit our unground wood pile on fire, flames could be seen from the Fremont Bridge and smoke permeated all the way to downtown for much of the day. The fire was extinguished by 4pm. Because our woodpile had no treated or painted wood, there was no toxic release to the atmosphere beyond what a forest fire might produce. Further, because we have been able to maintain outbound markets for the ground product our pile was small enough to be able to quickly extinguish it. Many fires in woodpiles burn for days and the initial expectation from the fire department was that they would need to be onsite for at least 2 days.

Thanks again to the quick and competent response of Police and Fire Departments and thanks for the concerns of Metro, DEQ and many others in the community. If you have any questions I will be glad to answer them.

Metro

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



Metro

Minutes

Thursday, September 20, 2018

2:00 PM

PACKET REVISED 9/19

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Betty Dominguez, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2. Public Communication

Bradley Vandermark, City of King City: Mr. Vandermark, of King City Small and Beautiful, testified in opposition to the King City application to expand the urban growth boundary and advocated for more public outreach.

Councilor Harrington clarified that a a robust public outreach process would be included in the comprehensive planning process of each city and called on staff to further explain. Mr. Roger Alfred, Metro staff, affirmed that implementation of the concept plans through comprehensive planning would include a public process.

Ron Swaren, City of Portland: Mr. Swaren discussed seismic vulnerability of highway infrastructure in our region, specifically the I-5 bridge, and the benefit of an alternative east side bridge connection. (Mr. Swaren provided written materials as part of his testimony; please see the September 20 meeting packet).

Sharon Nasset, City of Portland: Ms. Nasset, of the Economic Transportation Alliance, discussed congestion on highways and an alternative to the Columbia River Crossing. She explained that a connection of the ports could support the economy and reduce congestion.

3. Presentations

3.1 Fourth Quarterly Finance Report

Attachments: Quarterly Financial Report FY 2017-18: April -June
PowerPoint

Council President Hughes called on Tim Collier, Metro Finance and Regulatory Service director, to provide a brief presentation on the Fourth Quarterly Finance Report.

Mr. Collier discussed the overall financial outlook with the end of the 2017-18 fiscal year and highlighted record revenue for Portland '5 and the Oregon Zoo fund balance. He reviewed tax revenue sources and explained slower growth patterns for the excise tax and the transient lodging tax. Mr. Collier pointed out that at the start of the 2018-19 fiscal year the fund balance was above projections.

Council Discussion:

Councilor Craddick asked for clarification on the construction excise tax revenue and expenses. Mr. Collier discussed the overall revenue, administration fees and grant expenses for the construction excise tax overall revenue and stated that a health fund balance exists for this fund.

4. Consent Agenda

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

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Dominguez, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

4.1 Consideration of the Council Meeting Minutes for August 2, 2018

Attachments: August 2, 2018 Council Meeting Minutes

4.2

Attachments: September 13, 2018 Council Meeting Minutes

5. Resolutions

- 5.1 Resolution No. 18-4914, For the Purpose of Providing Direction to Metro Staff Regarding the 2018 Urban Growth Report and Expansion of the Urban Growth Boundary

Attachments: Resolution No. 18-4914
Staff Report

Council President Hughes called on Mr. Ted Reid and Mr. Roger Alfred, Metro staff, to provide a brief presentation on the resolution. Mr. Reid provided an overview of the timeline for the growth management decision and explained the purpose of the resolution leading up to the final urban growth management decision. He discussed the urban growth report and the city proposals for urban growth boundary expansions. Mr. Reid pointed out that the Metro Policy Advisory Committee (MPAC) unanimously endorsed the Metro Chief Operating Officer's recommendation on the proposed expansion areas and additionally recommended setting expectations of provide a variety of housing choices. He discussed two additional recommendations from MPAC to future work programs on changes in the economy and a refresh of the 2040 growth concept.

Mr. Alfred added that the draft resolution was not before Council for a vote and that staff would be finalizing the resolution after the public testimony and Councilor discussion.

Council Discussion:

Councilor Chase discussed the Chief Operating Officer's recommendation and emphasized the need for missing middle housing. He discussed affordable housing strategies that create a mix of housing in single family zoned areas and stated he looked forward to language in the resolution that

ensures an appropriate mix of housing.

Councilor Harrington asked for clarification from staff on whether the final urban growth management legislation to be considered later this year would include the whole urban growth report forecast. Mr. Reid explained that staff's intent is for Council to consider the adoption of the entire population and employment forecast as part of the urban growth report. He clarified that the work program for 2019 would look at changes in the economy.

Councilor Harrington expressed her concern over limiting the flexible system for future industrial employment and asked whether these issues had been raised at the advisory committees. Mr. Reid gave an overview of the discussions at the advisory committees.

Councilor Craddick asked whether moving forward on the recommendation would limit future flexibility with regard to employment and land supply. Mr. Reid explained that it would not limit Council's flexibility to identify need and noted there were no proposed expansions for industrial lands. Mr. Alfred discussed the process for expanding the urban growth boundary in the future for employment purpose and in specific situations of unexpected need arising outside the normal cycle.

Council President Hughes discussed the forecast and provided context on manufacturing job growth in the region despite national trends. He noted that staff had clarified that although a decline in manufacturing jobs is forecasted, the forecast does not limit future need for industrial lands. Council President Hughes highlighted the importance of bringing forecasts and reality as close together as possible.

Councilor Harrington added that the forecast is for a decline in manufacturing jobs by the year 2040, but the forecast also includes an increase in manufacturing jobs for multiple years. Mr. Reid affirmed the forecast of an increase industrial jobs for multiple years but a decline thereafter.

Council President Hughes asked what the overall outcome in jobs was for the next 20 years. Mr. Reid explained that an increase in jobs commensurate with growth was expected but that longer term trends would lead to a shift in jobs in other sectors such as professional services, healthcare and education.

Councilor Harrington expressed support for the language in the resolution requiring cities to prepare concept plans prior to urban growth boundary expansion. She identified language in the resolution that should be clarified.

Councilor Stacey emphasized the importance of dialogue between the staff and jurisdictional partners as they move forward with comprehensive planning. He reiterated the need for missing middle housing as a component of addressing the affordable housing crisis and as an opportunity to increase the number of housing units.

Councilor Craddick thanked staff and jurisdictional partners for their work and expressed appreciation for all the public comments. She discussed the importance of transit planning for the proposed expansions.

5.1.1 Public Hearing for Resolution No. 18-4914

Council President Hughes opened up a public hearing on Resolution No. 18-4914 and requested that those wishing to testify come forward to speak.

Kelly Ross, City of Portland: Mr. Ross, of NAIOP Commercial Real Estate Development Association Oregon Chapter, discussed the industrial jobs forecast in the urban growth report and the potential risk of this forecast to demonstrating the need for industrial land. He urged Council to consider deferring a conclusion on industrial land.

Councilor Stacey noted national trends of manufacturing employment and emphasized a targeted approach to nurturing opportunities for family wage, manufacturing employment in the region.

Anna Slatinsky, City of Beaverton: Ms. Slatinsky, City of Beaverton Planning Division Manager, discussed Beaverton's work to promote the development of a variety of housing types, finding opportunities for infill and missing middle housing types and creating affordable housing options. She stated that Beaverton plans to work with multiple partners, residents, Metro staff and stakeholders to create thoughtful plan for developing new housing. (Ms. Slatinsky provided written materials as part of her testimony; please see the September 20 meeting packet).

Councilor Stacey spoke to the relationship between transportation and appropriate planning of urban reserves and noted there is opportunity for the regional community including Washington County Transportation and TriMet to do long term transportation planning in the proposed expansion area.

Michael Weston, City of King City: Mr. Weston emphasized King City's commitment to provide a variety of housing types and noted the recent grants awarded to King City for transportation system planning, parks and trails system

planning and a market study. He also discussed the opportunity to develop a cultural center in King City.

Council President Hughes gaveled out of the public hearing. He noted that the next public hearing, Council consideration and vote on Resolution No. 18-4914 would take place on Thursday, September 27.

6. Chief Operating Officer Communication

Mr. Andrew Scott, Metro Deputy Chief Operating Officer, provided an update on the following events or items: the Portland Business Journal series to identify strategies for creating career pathways for people of color in construction, the Chinese Garden Autumn Moon Festival and Metro's Partnership and Learning Opportunities in Transportation kick off event.

7. Councilor Communication

Councilor Harrington shared information about the upcoming Killin Wetland Nature Park opening celebration.

8. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 3:37 p.m. The Metro Council will convene the next regular council meeting on September 27, 2018 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Sara Farrokhzadian, Legislative and Engagement
Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 20, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Letter	02/17/2017	Letter from Matthew Garrett to Oregon Transportation Commission	092018c-01
3.1	PowerPoint	09/20/2018	Fourth Quarter Financial Report	092018c-02
4.1	Minutes	9/13/2018	Council Meeting Minutes for August 2, 2018	092018c-03
4.2	Minutes	9/20/2018	Council Meeting Minutes for September 13, 2018	092018c-04
5.1	PowerPoint	9/20/2018	2018 Urban Growth Management Decision Metro Council public hearing: Resolution No. 18-4914	092018c-05
5.1.1	Testimony	9/20/2018	Written Statement from City of Beaverton Community Development Department	092018c-06
5.1.1	Testimony	9/20/2018	Written Statement (email) from City of Wilsonville	092018c-07
5.1.1	Testimony	9/20/2018	Written Statement (email) from Lisa Beaty	092018c-08



Annual Report FY 2017-18

Office of the Auditor

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Accountability Hotline: 888-299-5460 or www.metroaccountability.org

Auditor responsibilities

- Conduct performance audits
- Manage contract for financial audit
- Administer the Accountability Hotline

Accomplishments

- Completed seven audits
- Over 85% of audit recommendations were implemented five years after they were made.
- Progress was made in rebalancing audit coverage among Metro departments.
- Reports to the Accountability Hotline were resolved in a timely fashion.

September 2018

Performance measures

Efficiency

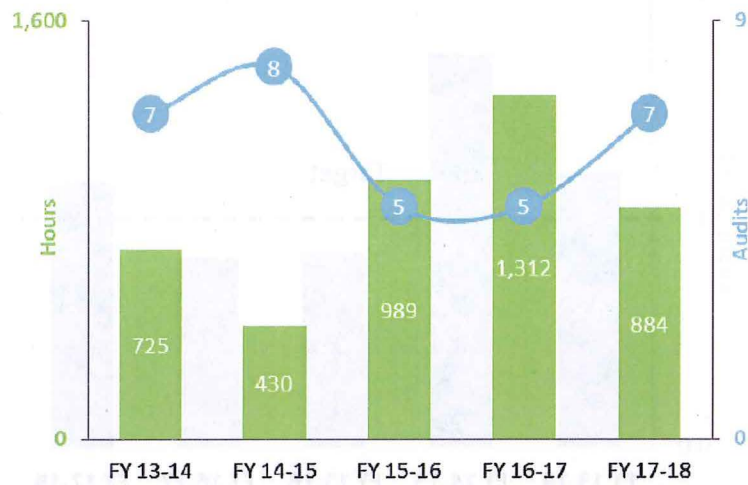
- Average hours to complete an audit and number of audits
- Audits completed per full-time equivalent (FTE) employee

Effectiveness

- Total audit hours per department
- Auditee feedback
- Audit recommendation implementation rate

September 2018

Average hours per audit and number of audits



September 2018

Audits released

Zoo Quality of Life Program (November 2017)

Payroll (December 2017)

Social Media (January 2018)

Public Records Requests (January 2018)

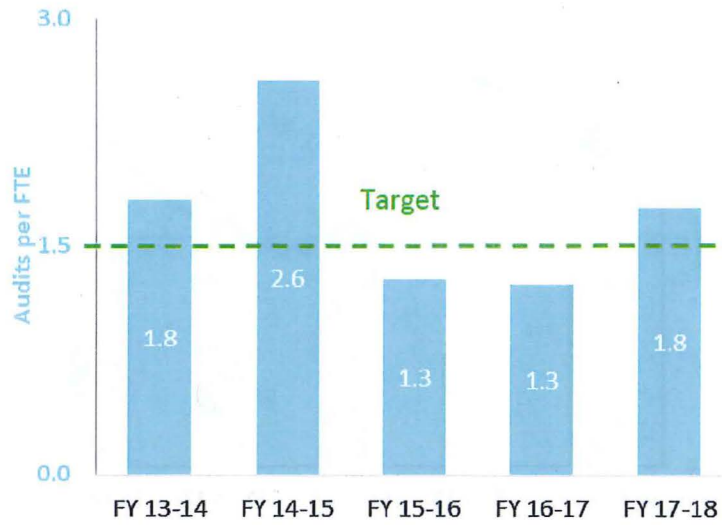
Risk Management Program Follow-up (April 2018)

Financial Condition of Metro FY 2007-08 to FY 2016-17 (May 2018)

Sponsorship Expenditures Follow-up (June 2018)

September 2018

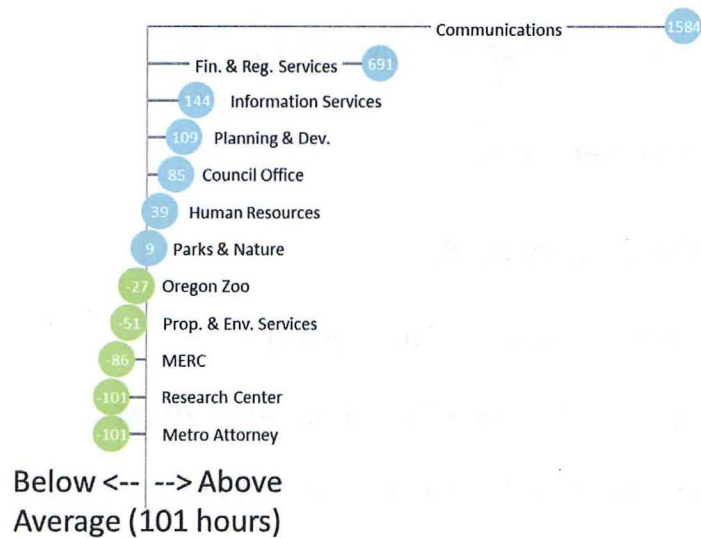
Audits per full-time equivalent employee



September 2018

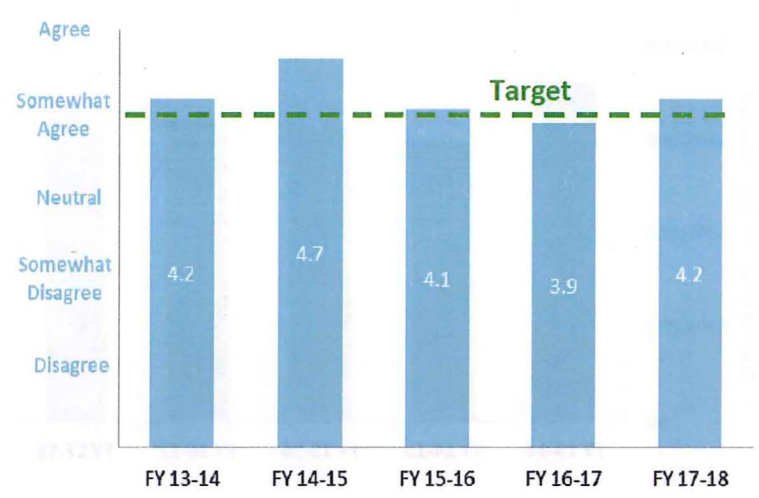
Audit hours per department

Audit hours per \$1 million expenditure



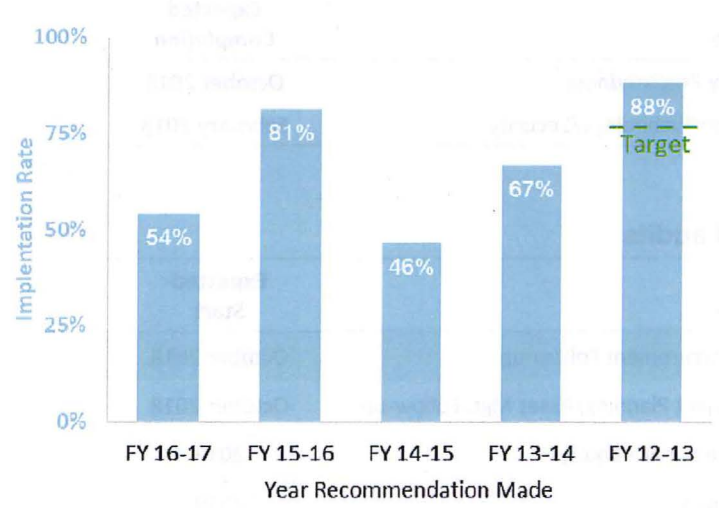
September 2018

Auditee feedback



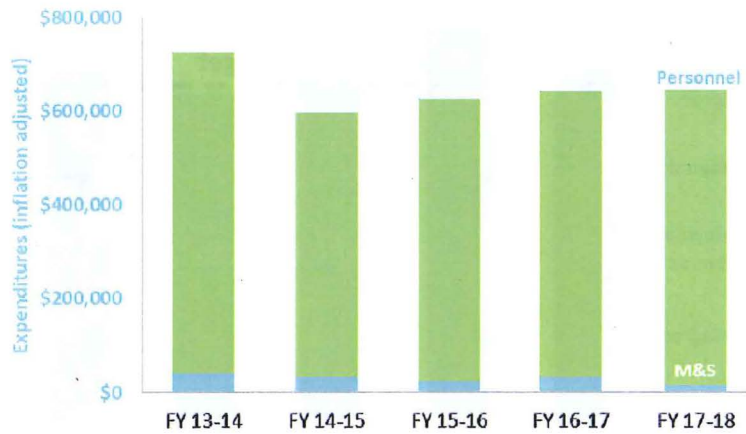
September 2018

Audit recommendation implementation rate



September 2018

Expenditures



September 2018

Audit schedule FY 2018-19

Audits underway

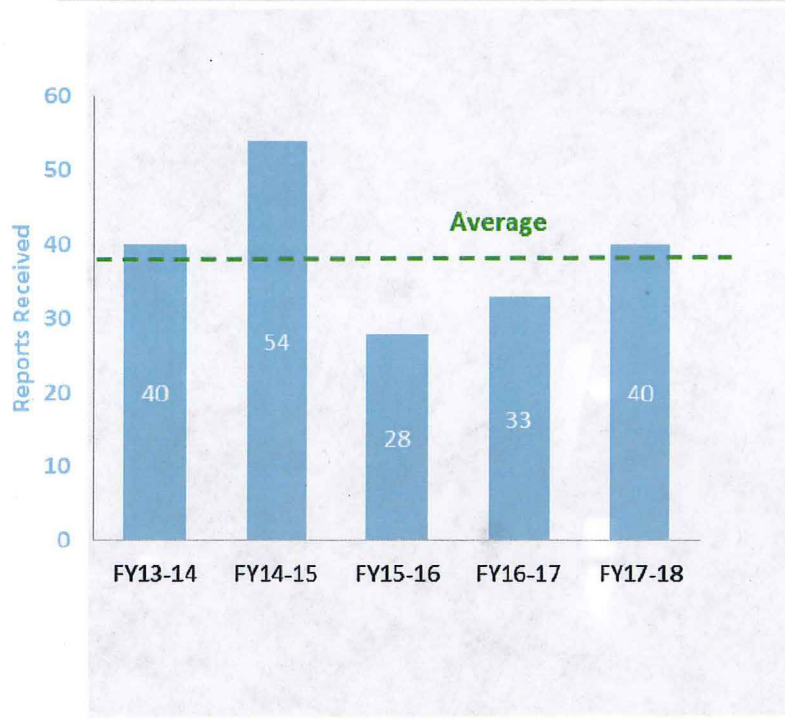
Audit Title	Expected Completion
Emergency Preparedness	October 2018
Information Technology/Security	February 2018

Planned audits

Audit Title	Expected Start
MWESB Procurement Follow-up	October 2018
Capital Project Planning/Asset Mgt. Follow-up	October 2018
Solid Waste Service Equity	2019
Code of Ethics	2019
Research Center	2019

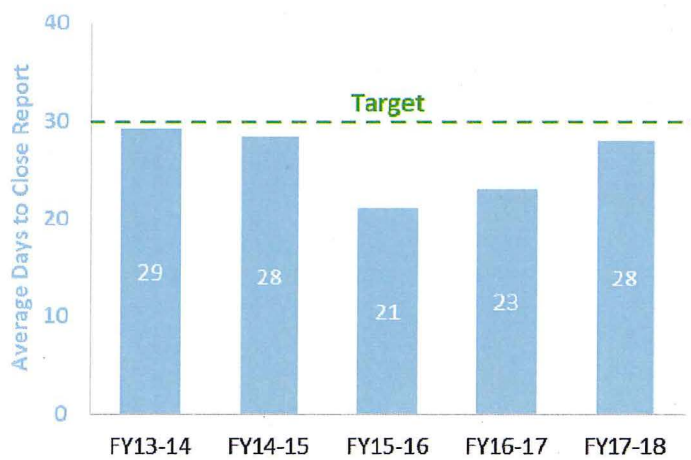
September 2018

Reports received by accountability line



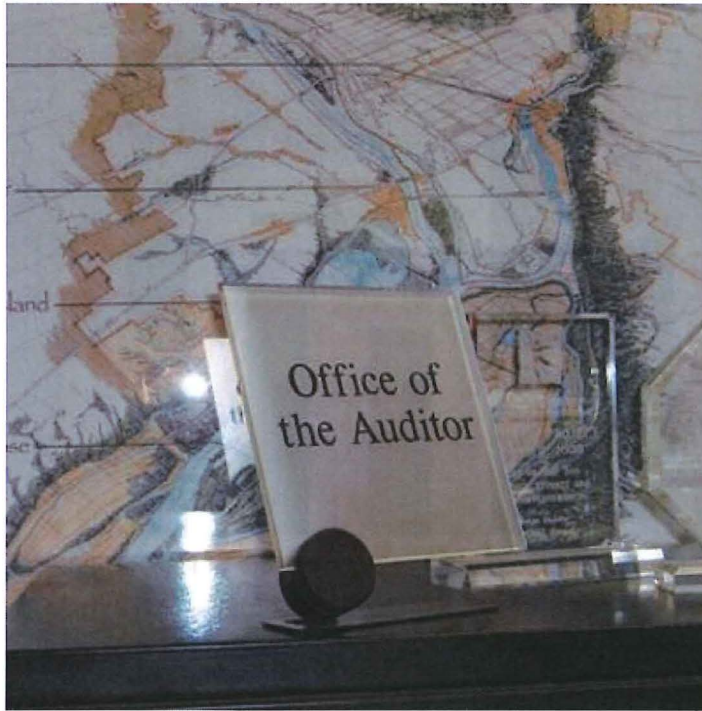
September 2018

Average days to close report



September 2018

Questions?



September 2018

Dear President Hughes and Members of the Metro Council,

Thank you for accepting this testimony. I wanted to offer some observations regarding the Buildable Lands Inventory ("BLI"), for the council's consideration, as well as identify some policy choices that I believe the council needs to make in order to ensure the accuracy of the BLI.

With that said, I would like to enter the following abbreviated comments and attachments into the record.

Since Metro released the Buildable Land Map ("Map") for the 2018 UGR, a number of intervening events have occurred which have impacted the map. Metro Mapped parts of the Basalt Creek Area, south of Tualatin and north of Wilsonville single family residential, the zoning adopted is employment. Since the mapping Metro has required the cities of to adopt an employment designation. The Map shows capacity for 380 single family housing units, in Basalt Central Area. *See attachments 3 and 3(a)*. The Map shows the area west of the Central Area as Single Family residential as well, with approximately 450 units in an area that has employment zoning. Additionally, 276 units are shown in or adjacent to the Basalt Creek Canyon. The Canyon is mapped as a hard constraint by Tualatin *See attachment 3(b)*, and is envisioned as a natural area in their Parks Masterplan *See 3(c)*. Additionally, Metro has mapped it as a Class I riparian area. As such, it is unlikely to develop at the mapped density. Combined the Basalt Creek Employment areas plus the canyon are projected to have over 1,100 units. While I agree with the residential designation, and have advocated for it in front of the Metro Council and LUBA, it is not the current zoning.

Since the release of the Map, Portland passed Ordinance No. 1891327, which is intended to protect the nearly 3,000 mobile homes in the city. Some, but not all of those parks are modeled for redevelopment under the current BLI. I've included one in Cully, and one on Hayden Island,, which were measured to have capacity for 213 infill units and 2227 infill units respectively. Ordinance No. 1891327 will prevent those parks from being razed and redeveloped.

Because many of our region's manufactured parks are relatively large parcels under single ownership, with a low tax assessed value, the algorithms used to model future growth identify

some of them as having capacity to be redeveloped. Some of the cities with manufactured dwellings modeled for redevelopment include Fairview, *See attachment 7*, Wood Village, *See attachment 8*, Gresham *See attachment 9*, Gladstone, *See attachment 10*, unincorporated Clackamas County *See attachment 11*, Washington County *See attachment 12 and 13* and Johnson City. *See attachment 14*. This is not an exclusive list, and there are many parks that are not modeled for redevelopment, but that number counted in the inventory is significant.

Whether or not manufactured dwellings should be modeled as available for redevelopment is a policy choice, both for the cities where they are located as well as region wide. There are many arguments that they should be removed from the inventory, as the manufactured parks offer relatively affordable housing options for tens of thousands of residents in our region. Regional equity is a stated goal in this process, and the expense of replacing the manufactured housing lost, with other types of affordable housing, would be substantial.

On the other hand, removing the modeled manufactured parks from the BLI will have a significant impact on the BLI. Using the Threshold/Strike Price modeling, Portland's Ordinance alone likely removes over 3,800 units from the BLI. It is a difficult policy choice, but one that in my mind needs to be made to give cities and residents certainty.

A second policy choice is whether units owned by affordable housing nonprofits should be removed from the inventory. For instance, the apartments owned by Central City Concern at 8018-8066 SE Taggart St., in Portland are slated for redevelopment. *See attachment 4*. I would argue that they should be, but once again this impacts the inventory as a whole. This is not limited to Portland. One example is the Woodridge apartments in Tualatin. *See 4(a) and 4(b)*. It is likely that these types of units are being identified by the algorithm because of a low assessed value. I am unaware if there is a map of affordable units in the region, or how the scope of the issue could be measured, but wanted to raise the issue.

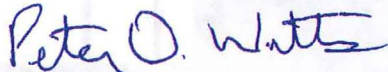
A third policy choice, is whether properties that are on the National Historic Registry should be removed. For instance, the Bitar Mansion located at 3316 SE Ankeny is modeled for infill single family development. Historic protection versus infill development has been a heated

issue in the region, recently, and it may be difficult to have a hard and fast rule. However, it is a policy choice, perhaps that could be decided on a jurisdiction by jurisdiction basis.

My final observation is that the Map would benefit from "ground-truthing." For instance, the Wilsonville Sewage Treatment Plant is modeled for 56 units of single-family residential infill. *See attachment 15.*

There are numerous examples of this occurring with units in the Willamette river, and units where hotels or other structures have already been recently built. While it would be very time consuming to take a comprehensive look at the Map, particularly because development is constantly occurring, if we want the most accurate BLI possible, that needs to occur.

Sincerely,



Peter O. Watts



— City Limits

— County Boundary

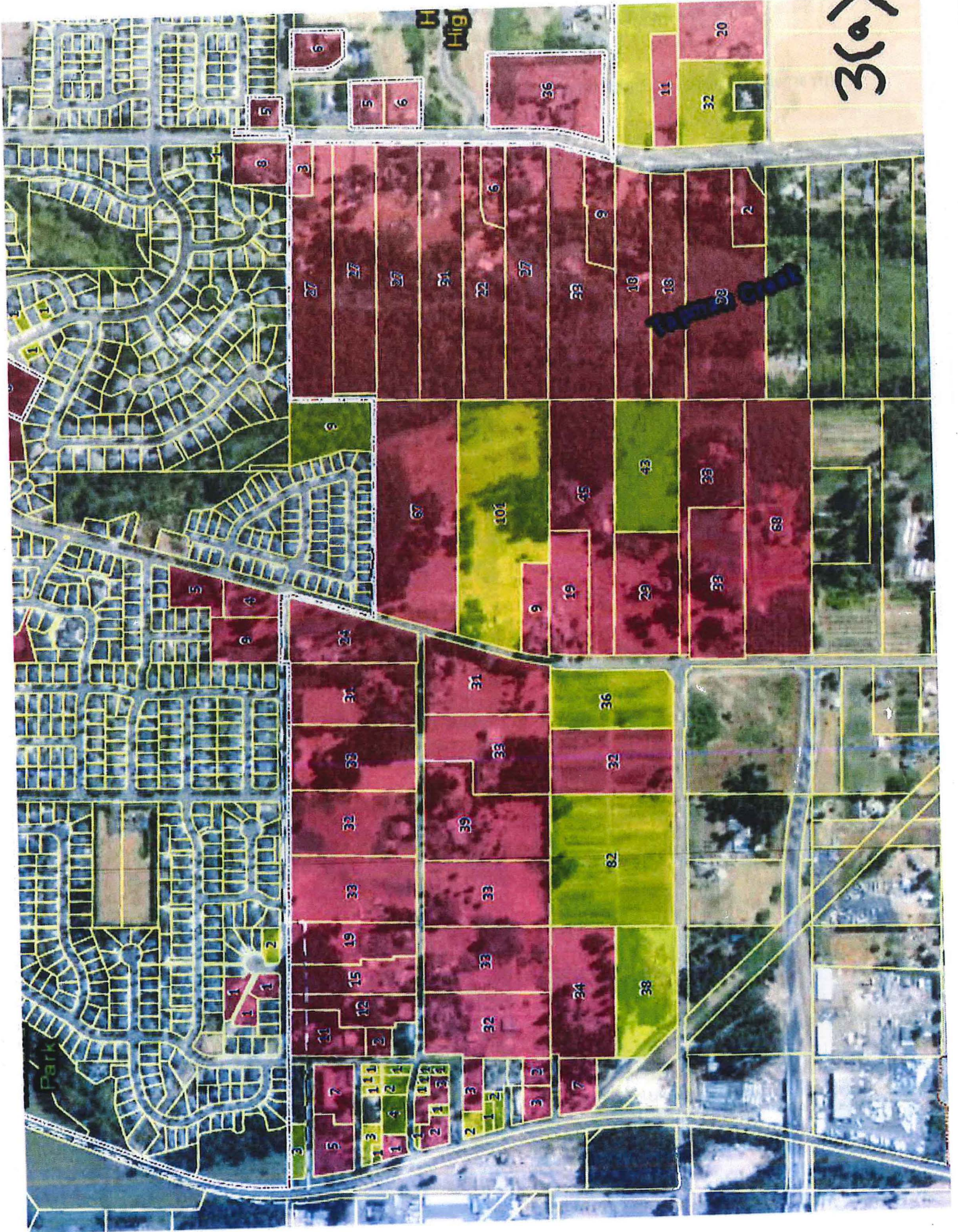
— Taxlot

■ Vacant Single Family

■ Infill Single Family

■ Vacant Multi-Family

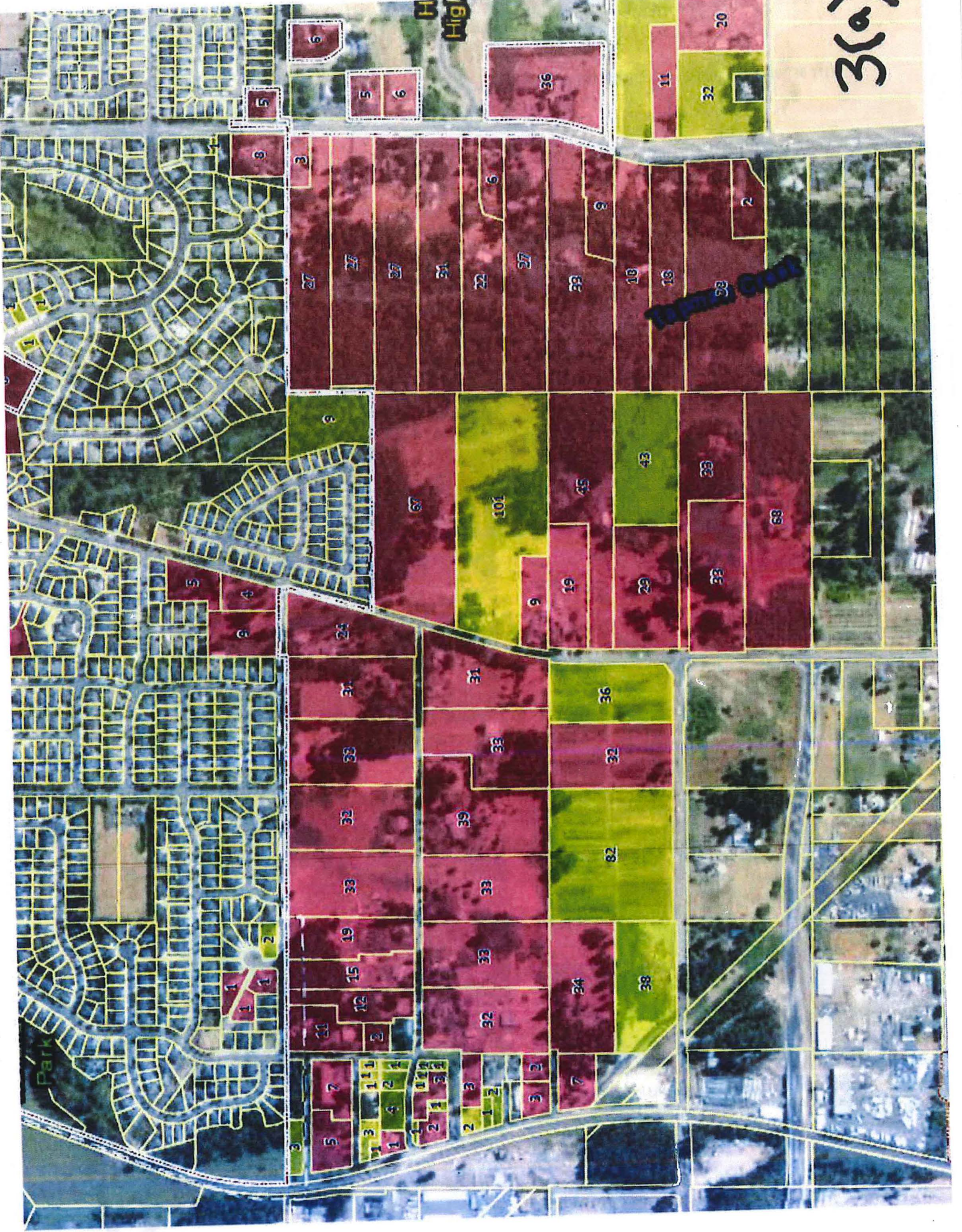
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3(a)

Highway

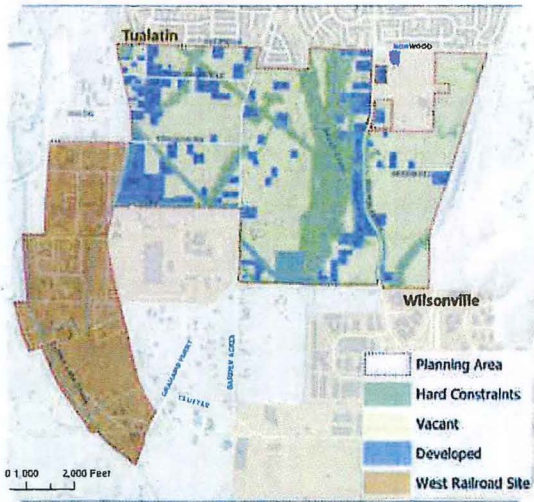
Park



GOAL 1: EXPAND ACCESSIBLE AND INCLUSIVE PARKS AND FACILITIES TO SUPPORT COMMUNITY INTERESTS AND RECREATION NEEDS.

To achieve Goal 1, the Master Plan recommends providing well-maintained parks, greenways,

natural areas and a diversity of recreation opportunities to fill existing gaps and serve future development areas. Thoughtfully designed facilities and activities will be accessible and meet the needs of Tualatin's diverse, growing and changing community.



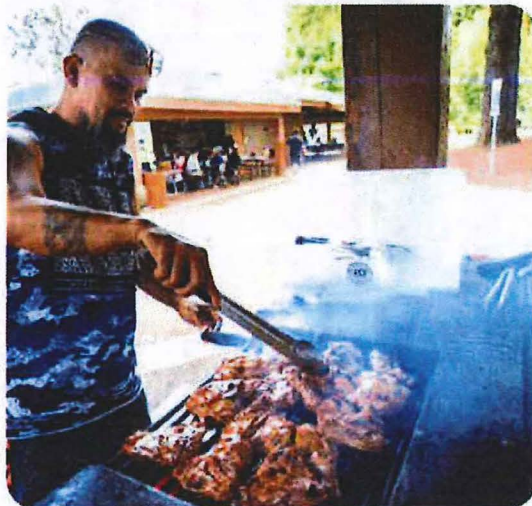
Develop a new park in the Basalt Creek area to serve new residents and address unmet facility needs in south Tualatin.



Prioritize deferred maintenance projects and renovate aging amenities in parks



Improve existing sport fields, acquire new parks for sports, and evaluate the financial feasibility of a tournament complex.



Design parks to be accessible and respond to demographic, cultural and neighborhood needs.

3(b)

Proposed New Parks

Implementing the following recommendations for new parks and partnerships will help achieve all seven Master Plan goals:



Jurgens Park Addition (P1)

Site recommendations for Jurgens Park include expanding the park by acquiring an adjacent space to introduce new uses.

- Acquire adjacent property as available.
- Master plan and develop this site in conjunction with the existing park.

Tualatin Community Park Addition (P2)

Tualatin Community Park is the City's largest park located at the heart of the city on the Tualatin River. The City should take advantage of opportunities to acquire adjacent land that would improve park access and site use.

- Acquire additional land (if the opportunity exists) to enhance the role of the park as the heart of the Tualatin community.
- Master plan and develop this site in conjunction with the existing park.

Basalt Creek Park (P3)

A new large neighborhood park is proposed for the Basalt Creek Concept Plan Area in south Tualatin to serve residents and employees. Prior to acquisition, opportunities should be evaluated to acquire additional land to support community-wide

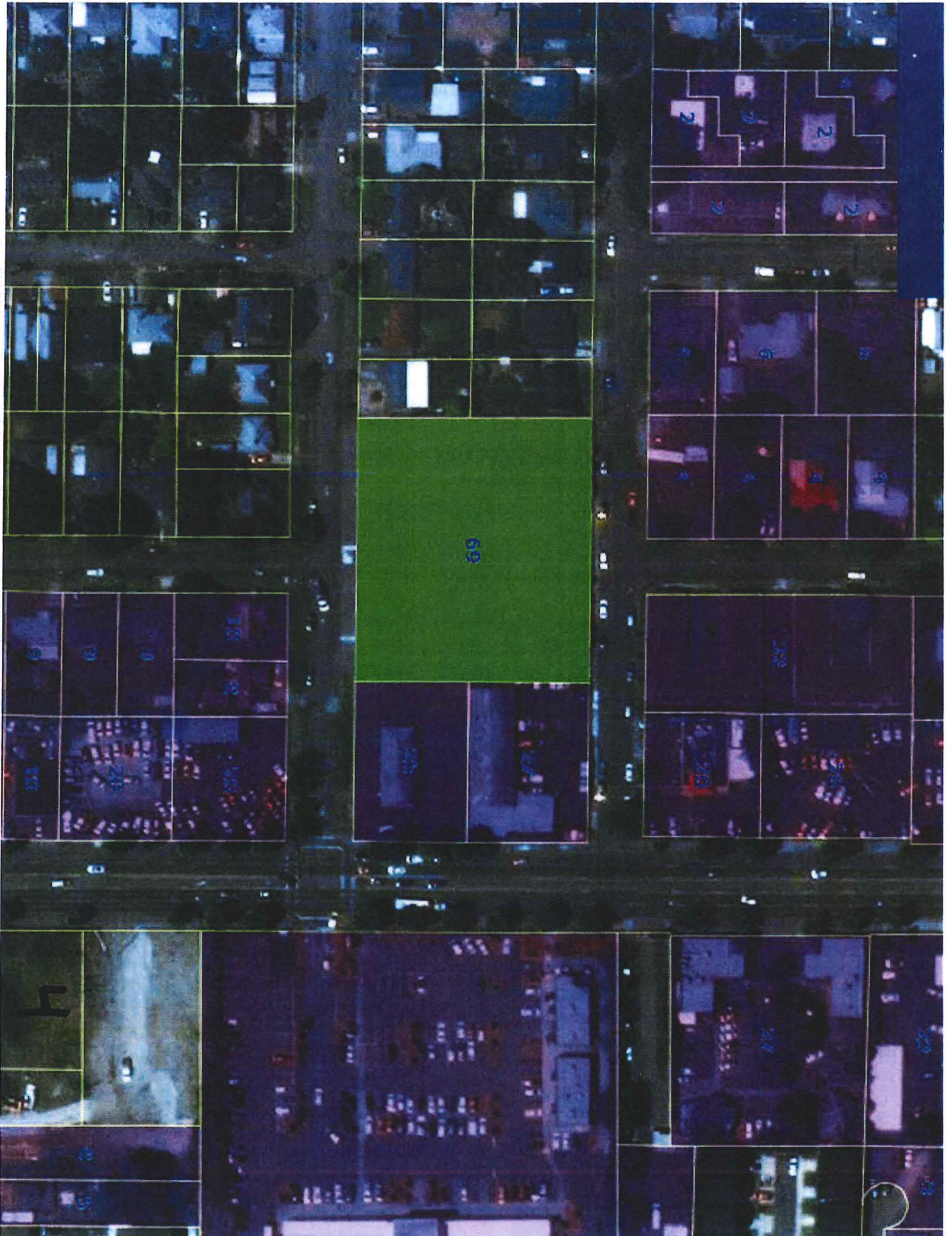
recreation needs and protect natural resources in the Basalt Creek Canyon. A larger park in the Basalt Creek Concept Plan area would help address traffic congestion by developing the City's second community park, connected to the local and regional trail system, providing tourism attractions and space for community events, large and small group gatherings, sports (fields or a sports complex), as well as other active and passive recreation uses.

- Acquire 10-20+ acres of park space through an area master plan process.
- Acquire additional land for greenways and natural parks to support planned trail connectivity and protect creek canyon habitat and natural resources.
- Master Plan and develop park site as a community park to meet neighborhood, employee, and community needs.

East Tualatin/Bridgeport Elementary Partnership (P4)

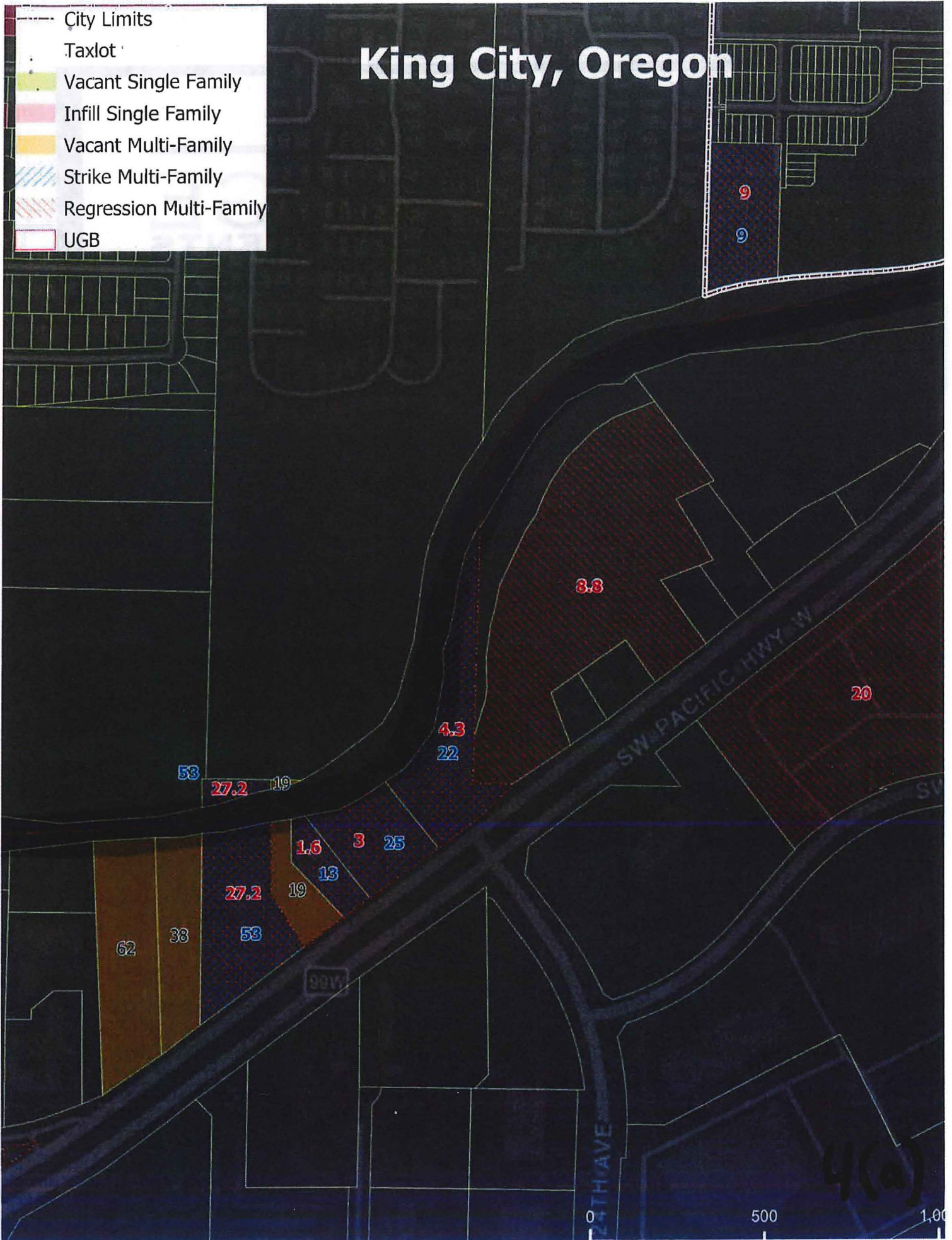
Residents in east Tualatin lack access to a nearby neighborhood park. The City should explore a partnership or joint-use agreement with the Tigard-Tualatin School District for the use and/or improvement of recreation facilities of Bridgeport Elementary. The partnership would expand the range of park lands available in east Tualatin, which is now limited to greenways and natural areas.

- Pursue a school partnership with Bridgeport Elementary to formalize the joint use of the outdoor play areas, lawn, sports field, basketball courts, and track during out-of-school hours.
- Add programming for Hispanic/Latino community in partnership with Bridgeport Elementary.



King City, Oregon

- City Limits
- Taxlot
- Vacant Single Family
- Infill Single Family
- Vacant Multi-Family
- Strike Multi-Family
- Regression Multi-Family
- UGB





LIHTC Program Income Guidelines

Woodridge Apartments is a Section 42 Tax Credit Project which means that federal tax credit subsidies were given to help finance the property. Because of the subsidies received, the owner is required to hold the maximum rent charged at or below a level considered appropriate for the households that have incomes at or below 60% of the median household income for the county. This maximum rent that can be charged is calculated at 30% of the 60% of the median monthly household income less a utility allowance which is determined by the Department of Housing and Urban Development. Applicants must also qualify to live in the community by demonstrating that their annual household income is at or below 60% of the median income for the county where the community is located.

Below are two lists, one is the maximum household incomes allowed to qualify for residency based on the number of people in the household, and the second is the maximum allowable rent for the studio, one and two bedroom apartments.

Number of Occupants	Maximum Household Income		Apartment Size	Maximum Allowable Rent Limit	
	50%	60%		50%	60%
1	\$28,700	\$34,440	1 Bedroom	\$677	\$825
2	\$32,800	\$39,360	2 Bedroom	\$809	\$986
3	\$36,900	\$44,280	3 Bedroom	\$929	\$1,135
4	\$40,950	\$49,140			
5	\$44,250	\$53,100			
6	\$47,550	\$57,060			

4(b)



Cully

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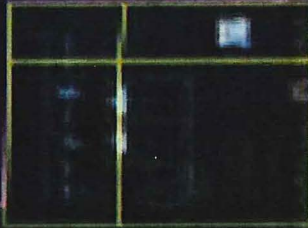
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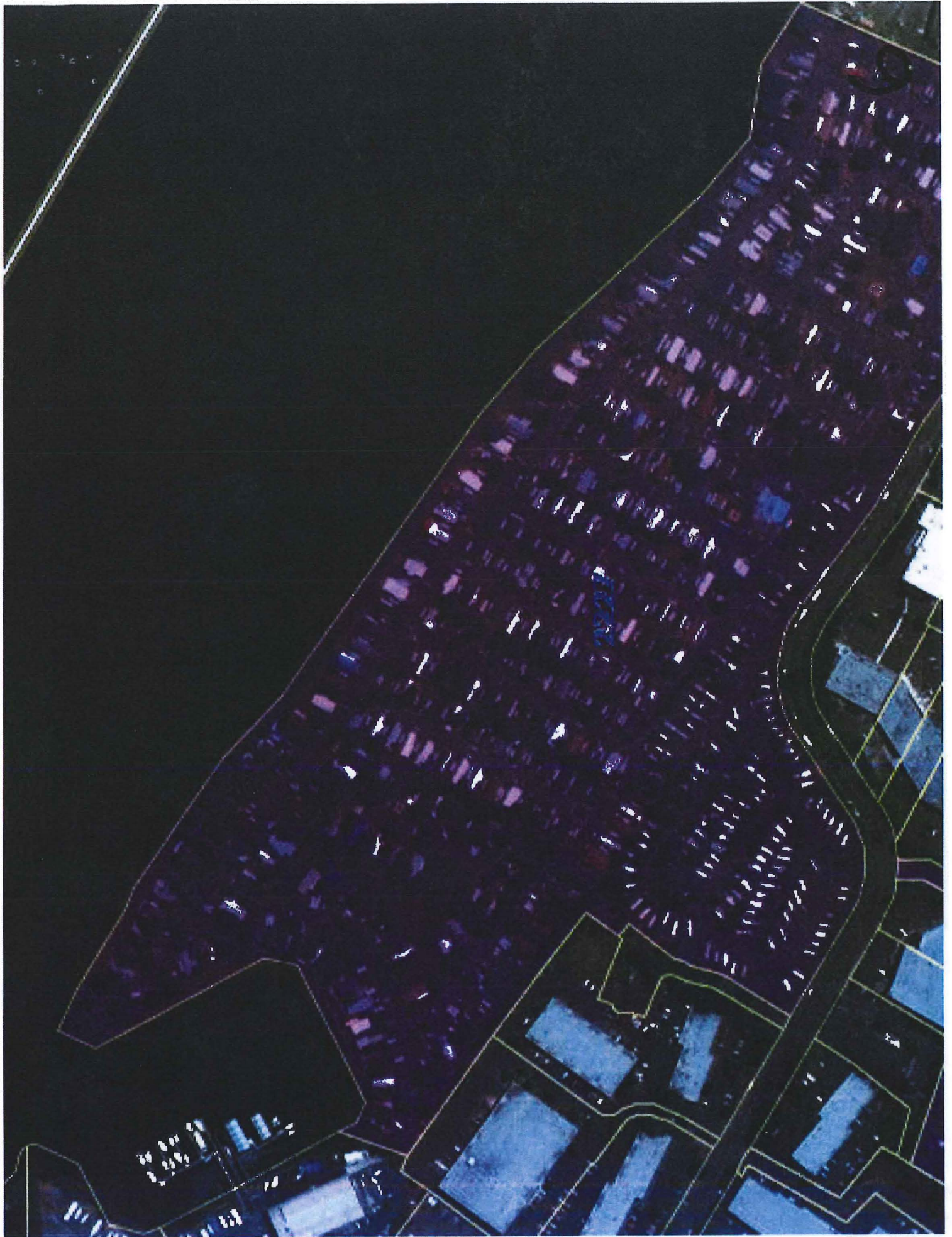
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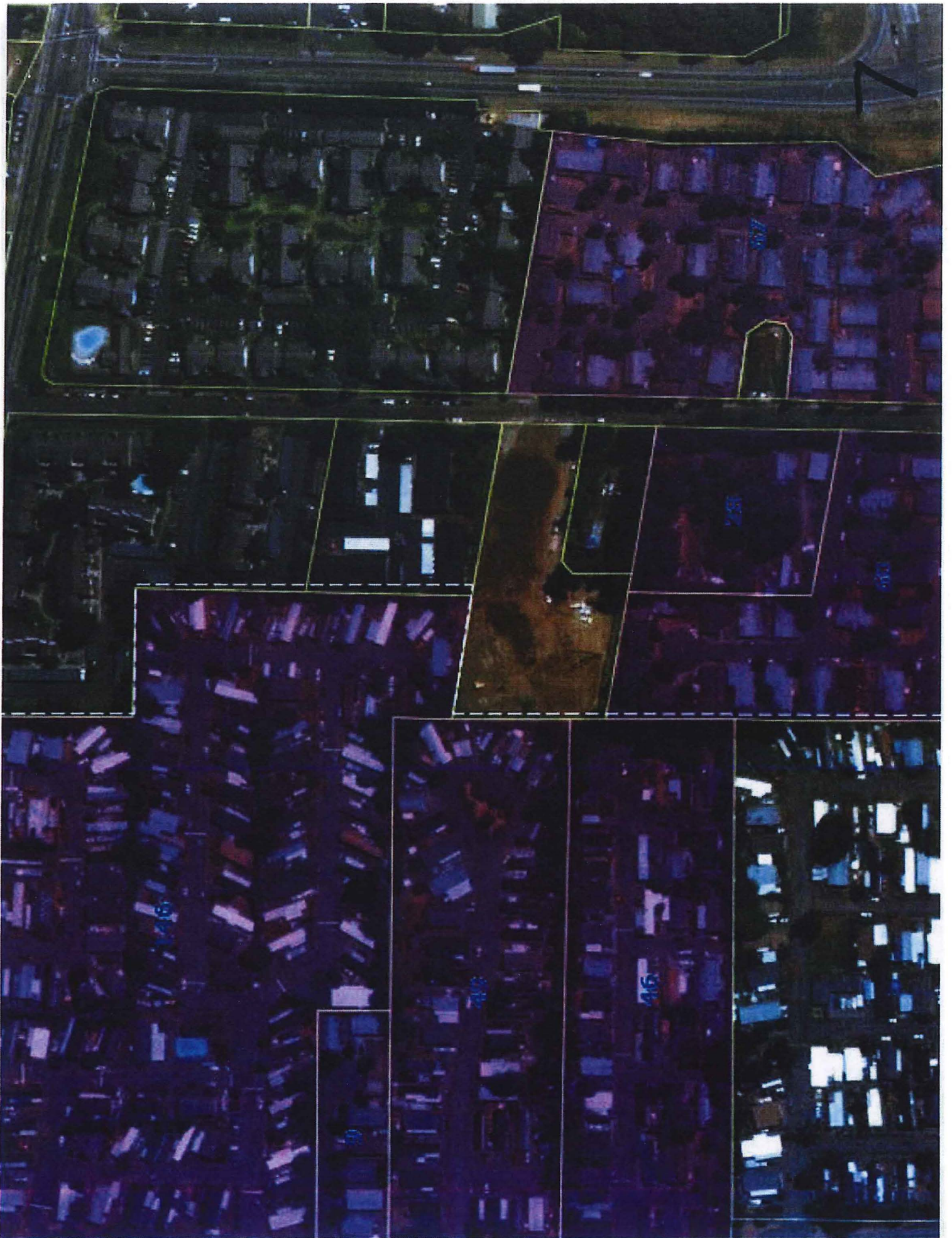
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September 27, 2018

Metro Councilor Leaders and Staff Providing Direction Regarding 2018 Urban Growth Expansion of the Urban Growth Boundary; **Resolution No. 18-4914.**

Re: Support of inclusion of the Mid-Cooper Mountain Urban Reserve in the Urban Growth Boundary for the City of Beaverton

Dear Metro Council Leaders and Staff :

My name is Vasilios Garyfallou, my family owns approximately 9.8 acres of farm-deferred land at the following address: 17477 SW Siler Ridge Lane, Beaverton, OR 97007; Tax Map Location 1S131AC-00700). Please refer to attached map The property has been managed for the purpose of producing timothy and grass hay for local horse farms for over thirty years. The property is located in the east side of SW 175th Ave within the current Cooper Mountain Urban Reserve. We strongly and fully support inclusion of our property into the Urban Growth Boundary (UGB), to support higher density residential and commercial development in that location. Our property is currently surrounded by the urban growth boundary on our North, East and South regions; making it increasingly difficult to manage hay production and service horse farms that no longer exist, or are located in a proximity that are too far to service. The natural progression of high density residential and public development over the course of the past twenty years within a mile radius of our property, to include the new construction of Mountainside High School for the Beaverton School District; the creation of Winkelman Park; the development of Cooper Mountain Nature Park; and the expansion and remodeling of Tualatin Valley Fire and Rescue Station 69 makes our property along with all others in the Cooper Mountain Urban Reserve the best and highest priority candidates for inclusion into the UGB. Responsible expansion of the UGB along pre-existing high density developments within the city limits of Beaverton is the most responsible method by which city planners can meet the growing demands of equitable housing and job-creating commercial development projects while also preventing unwanted urban sprawl into regions of land that support agriculture and overall environmental health. **Please include the Cooper Mountain Reserve Area into the next phase of expansion of the UGB,** it is the most responsible method by which city officials can meet the growing urban demands of the city of Beaverton, while also preventing unmitigated urban sprawl into sensitive land areas best designed to preserve the agricultural and environmental needs of the State of Oregon and its many municipalities. With respect to inclusion of the Cooper Mountain Urban Reserve in the UGB, we note and strongly promote the following favorable characteristics:

- Land owners of the vast majority of the acreage in the Cooper Mountain Urban Reserve support inclusion of their properties in the UGB to allow development of new neighborhoods, housing stock, and business nodes to meet the increased population needs of the expanding Beaverton communities.

- The Cooper Mountain Urban Reserve contains prime acreage that is ready for higher density development in close proximity to pre-existing large populations of housing and commercial properties. Utilities to serve the development areas are already in place and the City of Beaverton has already begun planning to provide services to these locations of interest.
- The Cooper Mountain Urban Reserve serves as an important link to the expansion of public mass transit and alternate modes of transportation (bike, walking, trails, etc.) among the Tigard-Beaverton-Hillsboro Transit Corridor. The acreage also links the North Cooper Mountain and South Cooper Mountain areas within the UGB, further enabling utility service expansion and a tax base support for housing and commercial development that meets affordable dwelling and job needs for the City of Beaverton.
- The Cooper Mountain Urban Reserve already contains park systems that are funded by Metro, and inclusion will support a stronger tax base for their management and utilization.
- The Cooper Mountain Urban Reserve inclusion into the UGB will enable the City of Beaverton to execute well-organized commercial and residential development and transportation expansion into Hillsboro and Tigard without disrupting land dedicated for farming, agriculture, and environmental protection.
- Inclusion of the Cooper Mountain Urban Reserve into the UGB now will enable commercial and residential expansion for the City of Beaverton within the next five years and coincides with the development of the South Cooper Mountain development area.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) currently has key utilities at its boundaries: electrical power, natural gas, potable water, sewer services, fiber optic connections, and telephone.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) is adjacent to SW 175th Avenue and has road access through SW Siler Ridge Lane.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) has slope and elevation opportunities that support both higher density housing and possible future commercial development.

My family greatly thanks you and your staff for consideration of including the Cooper Mountain Urban Reserve in the next phase of UGB expansion. There is contact

information below should you have any questions, concerns, or comments regarding any topics relevant to the inclusion of the Cooper Mountain Urban Reserve and the Garyfallou property within the UGB.

Very Respectfully,

Vasilios (Bill) Thomas Garyfallou

Contact Information:

Vasilios (Bill) Garyfallou

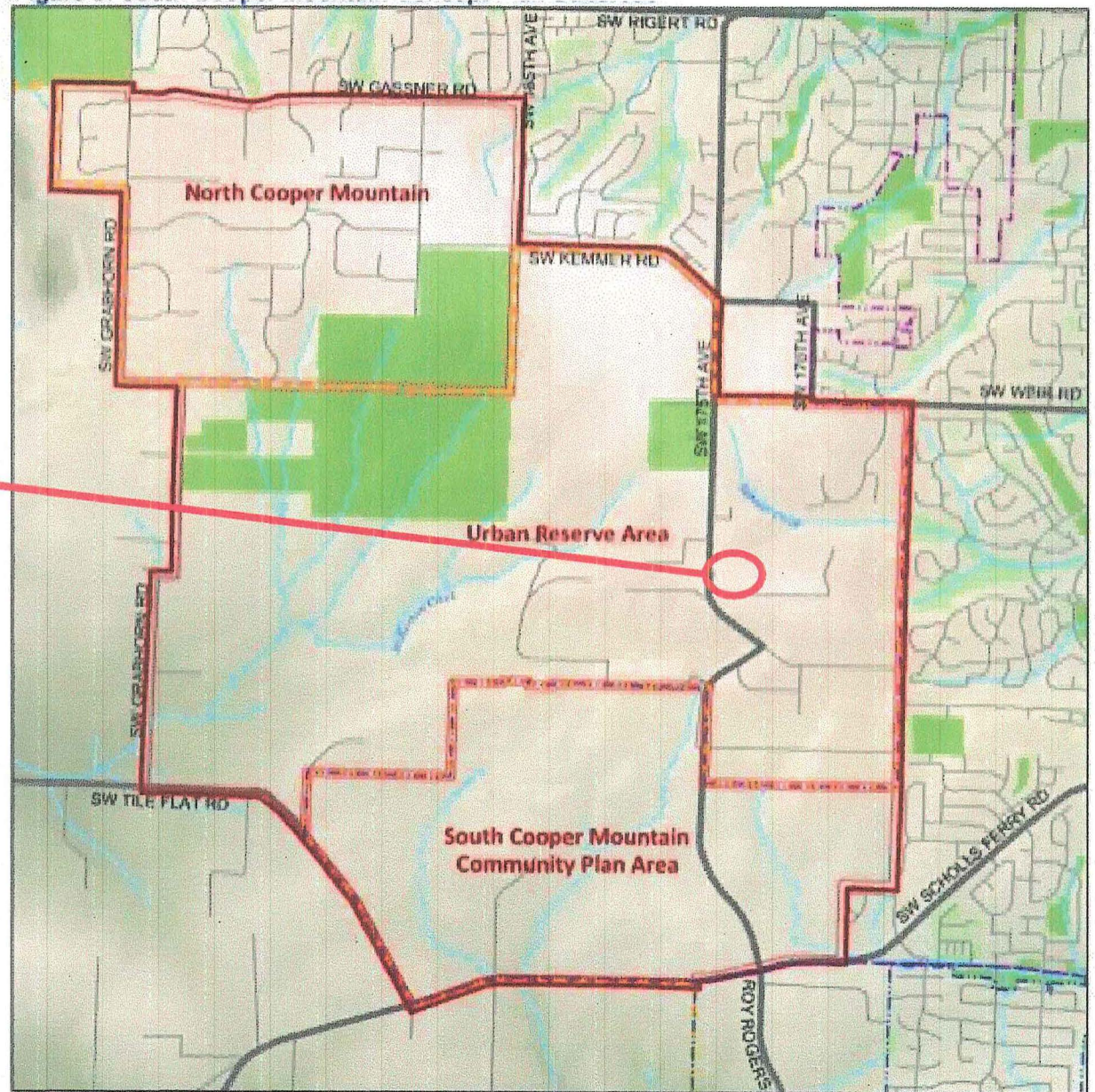
3333 NE 13th Avenue, Portland, Oregon 97212

Cell: 503-970-3811

Email: vasilios@garyfallou.net

Map of the Urban Reserve Area proposed by Beaverton to be brought into the Urban Growth Boundary for Development

Location of Garyfallou Family Property: 17477 SW Siler Ridge Lane, Beaverton, OR 97007



South Cooper Mountain Concept Plan area Urban Growth Boundary Parks and Natural Areas

Comments to Metro on Beaverton UGB Expansion – Resolution 18-4914

9/27/2018

Council president and members of the council, for the record my name is Michael Donoghue and I am a member of the 175th Neighborhood Association on Cooper Mountain. I speak in qualified opposition to the City of Beaverton’s plan to expand the Urban Growth Boundary into the Urban Reserve on mid-Cooper Mountain in order to build 3700 houses there.

Traffic and Transportation

The 175th Neighborhood Association is a grass roots group started in an effort to improve traffic safety for the residents of the 400 homes which have no other access to the outside world other than 175th Avenue. This road is critical to existing and future residents’ quality of life, but it is also the major North-South arterial across the mountain. It is also designated as a snow zone requiring traction devices from Scholls Ferry Road to Rigert Road.

While our group was dealing with increasing traffic density issues before the advent of the South Cooper Mountain (SCM) development, the building of thousands of new homes from Oldham Meadows to SCM to River Terrace in Tigard to Sherwood has us greatly concerned. We expect (and are already seeing) an increasing volume of traffic across the mountain, probably with work destinations in Beaverton and Hillsboro. Washington County LUT has been doing a great job working on incremental changes to 175th which makes sense, but as we all know that the real solution is to invest in diverting traffic to a safe all-weather route Around Cooper Mountain. But adding 3700 new homes on the mid-Cooper Mountain Urban Reserve does nothing to divert traffic from 175th (or 185th or Grabhorn Road.)

I personally have no dog in this fight: I live on the north side of Cooper Mountain and I own no property in the Urban Reserve Area. But my neighbors and I are acutely aware of the increased traffic coming across the mountain. We are also aware of the increasing volumes of traffic on the “destination” arteries for this traffic on the north side of the mountain, - Farmington Road, TV Highway, US26, etc. And we haven’t even mentioned all the traffic that will be generated from the thousands of homes in the new South Hillsboro development. We fear that all this heavy new development is vastly outpacing the funding and timing of new or improved roads.

Local Opposition

We have recently collected signatures of 263 residents in the Cooper Mountain Urban Reserve area who are in opposition Beaverton’s expansion proposal in its current state. There are 61 households who are unwilling sellers, and this already represents 135 acres of the 600 acres in

the Beaverton Concept Plan's "buildable area". There are at least 10-15 homes with 5+ acre parcels which are in gated communities with swimming pools and tennis courts whom we have not contacted. Clearly these residents relish their seclusion and are ~~not~~ probably not ready to sell.

Natural Resources

The mid-Cooper Mountain Urban Reserve area is a significant natural resource. It has a number of riparian areas and an amazing amount of wildlife. Included with the Cooper Mountain Nature Park it has significant wildlife corridors. Many parts were designated as county Significant Natural Areas (SNA).

According to pages 52-55 of the South Cooper Mountain (SCM) Concept Plan, published in December 2014, there are some key habitats on Cooper Mountain which provide wildlife for the Metro Cooper Mountain Nature Park and also water management, so erosion does not compromise the homes downhill in SCM. Quoting from the document, "A basic premise of the scenarios and of this planning effort is that the natural resources within the planning area are among the most important amenities and should be protected and enhanced as much as possible"

Yet trees continue to get removed in SCM developments. Notification was recently given with the Vineyards application (a development in the north part of SCM) of plan for tree removal to make way for the development. Since much of the undeveloped areas on Cooper Mountain have 12-20 degree grades, or are in designated landslide sectors, or have ponds, streams or other high water tables, it just does not make sense to take an aggressive approach to urbanization of Reserves on Cooper Mountain. Heavy development of this area would seem to preclude LID (Low-Impact Development) principles that strive to mimic "predisturbance" hydrologic processes.

Affordable Housing

Metro needs to identify growth opportunities including affordable housing for healthy economic growth. We do not dispute this at all. And we do not doubt Beaverton's good intentions in wanting to build affordable housing. But is mid-Cooper Mountain an appropriate and feasible location for affordable housing? The new SCM houses are now being priced beginning at \$600,000. At the Kemmer Ridge development just north of the Urban Reserve Area, houses start at \$550,000. There are no public facilities on Cooper Mountain, no public transportation and no affordable shopping within walking distance.

Our Conclusion, Our Hope

The 175th Neighborhood's consensus is that Beaverton's Concept Plan proposes to do too much, too fast – at the expense of the current and future residents' quality of life. And it sacrifices essential natural resources that provide amazing wildlife habitat and natural water management

Most of us believe that the Urban Growth Boundary concept is a good one. It has done Oregon a great service. But in this case, we feel that the planners need to take this slower and reduce their targets to allow the transportation infrastructure to catch up with the High Growth Communities already in progress to the south of us. We feel that a slower, less aggressive plan would be better managed growth and be the best solution for the public good. We would be happy to partner with the City of Beaverton to revisit their plans to identify a significantly reduced plan for the area that can be implemented at an appropriate time.

Michael J. Donoghue

175th Neighborhood Association

8315 W 184th Ave.

Beaverton, OR 97007

971-235-5073

092712L-07

Sara Farrokhzadian

Sent: Thursday, September 27, 2018 4:30 PM
To: Roger Gonzalez
Subject: RE: Testimony for 9/27 Metro Council Meeting

From: Jennifer Zarnoch [mailto:jzarnoch@columbialandtrust.org]
Sent: Wednesday, September 26, 2018 1:17 PM
To: Metro Council
Subject: Testimony for 9/27 Metro Council Meeting

Dear Council president and members of council,

My name is Jennifer Zarnoch and I am the natural area manager for Columbia Land Trust. I am submitting written testimony below regarding Resolution No. 18-4914 (For the Purpose of Providing Direction to Metro Staff Regarding the 2018 Urban Growth Report and Expansion of the Urban Growth Boundary) which is listed on the agenda for the 9/27 Council meeting.

As Columbia Land Trust has informed Metro, King City's request to expand the Urban Growth Boundary to provide for new development includes a property, owned by Charlene Bankston, which is subject to a perpetual conservation easement held by Columbia Land Trust to protect natural features of that property. The Bankston Easement protects important wetland and riparian habitat along the Tualatin River. Its protection extends and complements conservation accomplished by Metro immediately across the Tualatin River at its Heritage Pine Natural and Beef Bend Natural Areas, as well that of the U.S. Fish and Wildlife Service's Tualatin River National Wildlife Refuge.

King City's concept plan indicates that Fischer Road is likely to be extended across the Bankston property, along with sewer and other infrastructure, and also envisions other potential changes to the property (such as a multi-use public trail through the Tualatin River floodplain) that are inconsistent with the purpose of the Columbia Land Trust conservation easement. Columbia Land Trust staff recently had a cordial meeting with King City Manager Mike Weston and City Attorney Peter Watts. City staff indicated that King City values the natural characteristics of the Bankston property, understands that the property is subject to the Columbia Land Trust easement, and that King City will work to minimize negative impacts to the property protected by the conservation easement if the property is incorporated into the Urban Growth Boundary and developed. If the road crosses the Bankston property, they indicated that they will try to locate and engineer that crossing to minimize its impact on the conservation values of the property. While King City is interested in having public trail access to the Property, they recognize that is something that would need to be negotiated with the landowner and Columbia Land Trust and that any public access would have to respect the conservation values of the Property. We appreciate King City's assurances that they will make an effort to minimize impacts to the Bankston conservation easement. Nonetheless, Columbia Land Trust strongly prefers that the property protected by the perpetual conservation easement be avoided entirely in King City's implementation of its concept plan.

Kind Regards,
Jennifer Zarnoch

Jennifer Zarnoch | Natural Area Manager
she | her | hers

Columbia Land Trust

850 Officers' Row | Vancouver, WA 98661
Direct: (360) 567-1572 | Main: (360) 696-0131
Also in Astoria | Portland | Hood River

