

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 19-4971
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING)	Martha Bennett in concurrence with
THREE PROJECTS IMPACTING GRESHAM,)	Council President Lynn Peterson
OREGON CITY, AND WILSONVILLE (MR19-07-)	
MAR))	

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

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

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

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

WHEREAS, the city of Gresham received a \$100,000 project development grant from Metro for their SE Division Street from Wallula Ave to Birdsdale Ave active transportation improvement project, and with their \$107,000 matching contribution will complete required pre-National Environmental Policy Act (NEPA) environmental impact assessments, develop a staff preferred alternative, and complete design work up to thirty percent enabling the project to move forward and complete preliminary engineering much faster; and

WHEREAS, Oregon City received an Oregon Transportation Commission (OTC) approved \$250,000 Immediate Opportunity Fund (IOF) grant which supports primary economic development in Oregon through the construction and improvement of streets and roads and will be applied with Oregon City’s \$9 million plus of local committed funds to their Meyers Rd: OR 213 to High School Ave roadway improvement and extension project; and

WHEREAS, the city of Wilsonville’s Interstate 5 Bike and Pedestrian Crossing project from SW Barbur St to SW Town Center Loop completed a local fund exchange and has been de-federalized and will continue as a locally funded project not subject to federal approvals and will be monitored through Metro’s Local Funded Project Delivery Program allowing it to now be removed from the MTIP to avoid potential monitoring and delivery duplication issues between Metro and ODOT; and

WHEREAS, all amended projects were evaluated against seven 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 March 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the March 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 March 1, 2019 and approved the amendment approval recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on March 21, 2019 to formally amend the 2018-21 MTIP to include the March 2019 Formal Amendment bundle consisting of three projects.

ADOPTED by the Metro Council this 4th day of April 2019.

Approved as to Form:



Nathan A.S. Sykes, Acting Metro Attorney



Lynn Peterson, Council President

DEPUTY PRESIDENT
SAM CHASE ON
BEHALF OF

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-4971**



**Proposed March 2019 Formal Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **MR19-07-MAR**
Total Number of Projects: 3**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
16986	70542	Gresham	Division Street Corridor Improvements (Gresham) SE Division St Improvements: Wallula-Birdsdale	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave.	ADD FUNDING: The project received a Metro Local Funds Project Development Grant which is being added to the Planning phase for project development activities including pre-NEPA environmental work and pre-Project Specifications, & Estimates (PS&E) design work up to 30% design.
21423 NEW	TBD	Oregon City	Meyers Rd: OR213 - High School Ave (Oregon City)	Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection.	ADD NEW PROJECT: The formal amendment adds this new project to the 2018 MTIP.
20816	70883	Wilsonville	I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop	14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West	REMOVED PROJECT: The project is a 2019-21 RFFA federally awarded project. Per discussions with FHWA, Metro agreed to a fund exchange and de-federalized the project. The project will be monitored by Metro through Metro's Locally Funded Project program. With no federal approvals required, the project is being removed from the MTIP through this amendment.



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-4971
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
Add Funding
8th Amendment to Project

Lead Agency: Gresham		Project Type:	Active Trns	ODOT Key:	16986
Project Name: Division Street Corridor Improvements (Gresham) SE Division St Improvements: Wallula-Birdsdale		ODOT Type	Bike/Ped	MTIP ID:	70542
		Capacity Enhancing:	No	Status:	2
Short Description: Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave.		Conformity Exempt:	Yes	RTP ID:	10440
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		1st Year Program'd:	2012	Past Amend:	7
		Years Active:	8	OTC Approve:	No

Detailed Description: In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street (Project Development Activities). Completion of this project will address a key gap in the regional bicycle and pedestrian network, and is consistent with the Division BRT project. (Current funding is for project development activities only.)

STIP Description: None. Project is not in the active 2018-2021 STIP currently.

PROJECT FUNDING DETAILS

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
TCSP	L68E	2013		\$ 161,514				\$ -
TCSP	L68E	2013		\$ 179,460				\$ 179,460
							Federal Total:	\$ 179,460
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2013		\$ 18,486				\$ -
Local	Match	2013		\$ 20,540				\$ 20,540
Local	OVM	2018		\$ 100,000				\$ -
Local-Metro	Bond	2019	\$ 100,000					\$ 100,000
Local -Grsham	Match	2019	\$ 107,500					\$ 107,500
							Local Total	\$ 228,040

Phase Totals Before Amend:	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ 280,000
Phase Totals After Amend:	\$ 207,500	\$ 200,000	\$ -	\$ -	\$ -	\$ 407,500
Year Of Expenditure (YOE):						\$ 5,936,128

Notes and Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred

Amendment Summary:

Gresham received a local \$100,000 project development grant from Metro to complete project development activities including pre-NEPA and initial Project, Specifications & Design (PS&E) up to 30%. Project development deliverables include (1) establishing project alignment & sections to explore alternatives for bike lanes, multi-use paths, or other improvements, (2) completing survey and base mapping, (3) identify potential environmental impacts based on a staff preferred alternative, and initiate project design up to 30%. Once completed, the project should be able to move on into the formal Preliminary Engineering phase to compete NEPA and final design assuming Gresham has developed a complete funding plan for the project. Through this amendment, the project development grant funds are being added to the project in the MTIP.

Project Notes:

- > PE obligated 1/29/2013
- > EA: PE002199
- > Federal Aid ID: 3125(049)
- > YOE = Year of Expenditure. This identifies the estimated total project cost to complete with inflation included. The amount is pulled from the RTP. It will be updated once the project reaches 30% design and has a current estimate.

RTP References:

- > RTP ID: 10440 - Division - Gresham/Fairview Trail to Wallula/212th: Sidewalks, Bike Lanes
- > RTP Description: Retrofit street to add bicycle facilities, sidewalks, and explore other multimodal facilities and connections.

Fund Codes:

- > TCSP: Federal Transportation Community & System Preservation funds that support a variety of transportation system improvement areas.
- > Local = Local agency funds provided by the agency in support of the required match to the federal or state funds.

Amendment Review and Development Personnel:

- > ODOT LAL: Jonathan Horowitz. Project Manager/Engineer or Agency Contact: Jeff Shelley
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

Capital and Implementation Project Status Codes

Status Codes:

- 0 = No activity.
- 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
- 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- 3 = (PE) Preliminary Engineering (NEPA) activities initiated
- 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
- 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
- 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
- 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.
- 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)
- 9 = Construction complete, facility open for use - no further obligations.
- 10 = Project close-out (final billings, de-obligations, etc.) in progress.
- 11 = Project completed, reimbursements finished.



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-4971
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
New Project
Initial Programming

Lead Agency: Oregon City		Project Type:	Local Rd		ODOT Key:	21423	
Project Name: Meyers Rd: OR213 - High School Ave (Oregon City)		ODOT Type:	Modern		MTIP ID:	TBD	
		Capacity Enhancing:	Yes		Status:	6	
	Short Description: Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection.		Conformity Exempt:	No		RTP ID:	11544
			On State Hwy Sys:	OR213		RFFA ID:	N/A
			Mile Post Begin:	3.71		RFFA Cycle:	N/A
			Mile Post End:	3.89		UPWP:	No
			Length:	0.18		UPWP Cycle:	N/A
	Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).		1st Year Program'd:	2019		Past Amend:	0
			Years Active:	1		OTC Approve:	Yes
Detailed Description: In Oregon City On OR213 from north of OR213/Meyers Rd (MP 3.71 to 3.89) and on Meyers Rd to west of High School Ave, Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection. (2018 RTP ID: 11544)							
STIP Description: Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection.							

PROJECT FUNDING DETAILS

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction		Total
Federal Funds								\$	-
									-
								Federal Total:	\$ -
State Funds									
IOF	S600	2019					\$ 250,000	\$	250,000
								\$	-
								\$	-
								State Total:	\$ 250,000
Local Funds									
Other	OTH0	2019					\$ 7,604,142	\$	7,604,142
								\$	-
								Local Total	\$ 7,604,142

Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$	\$
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ 7,854,142	\$ 7,854,142
Year Of Expenditure (YOE):						\$ 9,352,514

Notes and Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds the new project to the 2018 MTIP. The project is required to be included in the MTIP as it is identified as a regionally significant project located in a Metro defined Employment Zone as stated in the Metro Arterials and Throughways modeling network. The project is identified in the constrained 2018 RTP and the capacity improvement is included in the updated Arterials and Throughways network. The Project received a \$250,000 state Immediate Opportunity Funds grant award from ODOT for the construction phase. The current project schedule is to initiate the construction phase during Federal Fiscal Year 2019. Approval from the Oregon Transportation Commission was required and occurred during their January 2019 meeting. Only the Construction phase is required to be programmed. The total project cost including all other prior phases is \$9,352,514. There are no federal funds committed to this project.

Project Background:

The Beaver Creek Employment Area is comprised of 90 acres of industrial land located next to Clackamas Community College (CCC). Once fully developed, this area could enable the addition of 1,600 jobs with an estimated payroll of more than \$124 million. The Beaver Creek Employment Area consists of two development sites made up of several individual parcels. Both sites are zoned as “Campus Industrial” areas and are located within Oregon City’s city limits. The Meyers Road Extension Project will provide a safe and multi-modal connection for motor vehicles, bicycles, and pedestrians traveling along Meyers Road.

RTP References:

- > RTP ID: 11544 - Meyers Road Extension (West)
- > RTP Description: Construct new 3 lane roadway, sidewalks, buffered bike lanes, WB right turn lane and center turn lanes to serve adjacent Clackamas Community College & underdeveloped industrial properties. (TSP D46)

Fund Codes:

- > IOF State Immediate Opportunity Funds allocated by ODOT for various highway improvements.
- > Other = Local agency funds provided by the agency beyond any required matching funds.

Amendment Review and Development Personnel:

- > ODOT LAL: Not Identified. Project Manager or Agency Contact: Not Identified
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

Capital and Implementation Project Status Codes

Status Codes:

- 0 = No activity.
- 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
- 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- 3 = (PE) Preliminary Engineering (NEPA) activities initiated
- 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
- 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
- 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
- 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.
- 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)
- 9 = Construction complete, facility open for use - no further obligations.
- 10 = Project close-out (final billings, de-obligations, etc.) in progress.
- 11 = Project completed, reimbursements finished.



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-4971
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
Removed Project
 2nd Amendment to Project

Lead Agency: Wilsonville	Project Type: Active Trns	ODOT Key: 20816
Project Name: I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop	ODOT Type: Bike/Ped	MTIP ID: 70883
Short Description: 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West Project Status: = (PE) Preliminary Engineering (NEPA) activities initiated	Capacity Enhancing: No	Status: 3
	Conformity Exempt: Yes	RTP ID: 11554
	On State Hwy Sys: No	RFFA ID: 50288
	Mile Post Begin: N/A	RFFA Cycle: 2019-21
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 1
	Years Active: 1	OTC Approve: No

Detailed Description: The project consists of a new 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5, connecting SW Barber Street with SW Town Center Loop West

STIP Description: Design a 14 ft. wide pedestrian and bicycle bridge spanning 290 ft over SW Boones Ferry Rd and I-5, connecting SW Barber St with SW Town Center Loop West. Project includes retaining walls, public art, utility relocation and storm water runoff treatment

PROJECT FUNDING DETAILS

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
								\$ -
								\$ -
							Federal Total:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2019		\$ 1,727,405				
								\$ -
								\$ -
							Local Total	\$ -

Phase Totals Before Amend:	\$	-	\$ 1,727,405	\$	-	\$	-	\$ 1,727,405
Phase Totals After Amend:	\$	-	\$	-	\$	-	\$	-
Year Of Expenditure (YOE):								\$ 9,086,417

Notes and Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The amendment removes the project from the MTIP. The project is a 2019-21 Metro Regional Flexible Fund Allocation (RFFA) awarded project. Upon review of the project among Metro, ODOT and FHWA, the city of Wilsonville concluded they can deliver the project cheaper as a de-federalized project. FHWA provided a concurrence that Wilsonville could move forward and deliver the project without the usual federal approvals. The federal RFFA funds were exchanged with local funds as currently programmed in the PE phase. Metro will monitor the project through their Local Funded Project Delivery program. To help avoid monitoring and delivery duplication efforts with ODOT, the project is being removed from the MTIP at this time.

RTP References:

- > RTP ID: 11554 - I-5 Walking and Biking Bridge
- > RTP Description: Construct bike/pedestrian bridge over I-5 to connect Town Center area with businesses and neighborhoods west of I-5.

Fund Codes:

- > Other = Local agency funds provided by the agency in support of the project and go beyond the minimum match requirement if federal funds are also committed .

Amendment Review and Development Personnel:

- > ODOT LAL: Not Applicable. Project Manager or Agency Contact: Not Available
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

Capital and Implementation Project Status Codes

Status Codes:

- 0 = No activity.
- 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
- 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- 3 = (PE) Preliminary Engineering (NEPA) activities initiated
- 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
- 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
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- 9 = Construction complete, facility open for use - no further obligations.
- 10 = Project close-out (final billings, de-obligations, etc.) in progress.
- 11 = Project completed, reimbursements finished.

Memo

Date: Friday, March 21, 2019
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: March 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4971

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING THREE PROJECTS IMPACTING GRESHAM, OREGON CITY, AND WILSONVILLE (MR19-07-MAR)

BACKGROUND

What This Is:

The March 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting Gresham, Oregon City, and Wilsonville. Three projects comprise the amendment bundle.

What is the requested action?

JPACT requests the Metro Council approve Resolution 19-4971 enabling the three identified projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

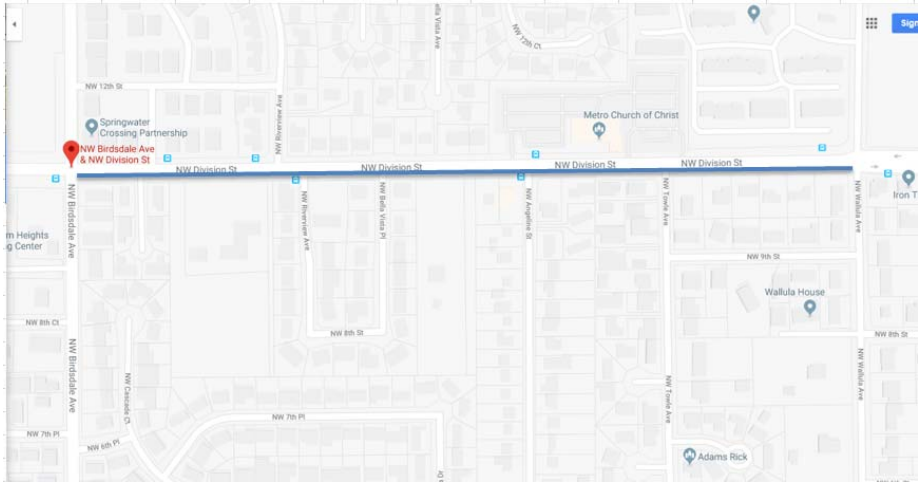
The summary of the three projects is shown in the below table:

Proposed March 2019 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: MR19-07-MAR					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
16986	70542	Gresham	Division Street Corridor Improvements (Gresham) SE Division St Improvements: Wallula-Birdsdale	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave.	ADD FUNDING: The project received a Metro Local Funds Project Development Grant which is being added to the Planning phase for project development activities including pre-NEPA environmental work and pre-Project Specifications, & Estimates (PS&E) design work up to 30% design.

<p align="center">Proposed March 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MR19-07-MAR Total Number of Projects: 3</p>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
21423 NEW	TBD	Oregon City	Meyers Rd: OR213 - High School Ave (Oregon City)	Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection.	ADD NEW PROJECT: The formal amendment adds this new project to the 2018 MTIP.
20816	70883	Wilsonville	I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop	14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West	REMOVED PROJECT: The project is a 2019-21 RFFA federally awarded project. Per discussions with FHWA, Metro agreed to a fund exchange and de-federalized the project. The project will be monitored by Metro through Metro's Locally Funded Project program. With no federal approvals required, the project is being removed from the MTIP through this amendment.

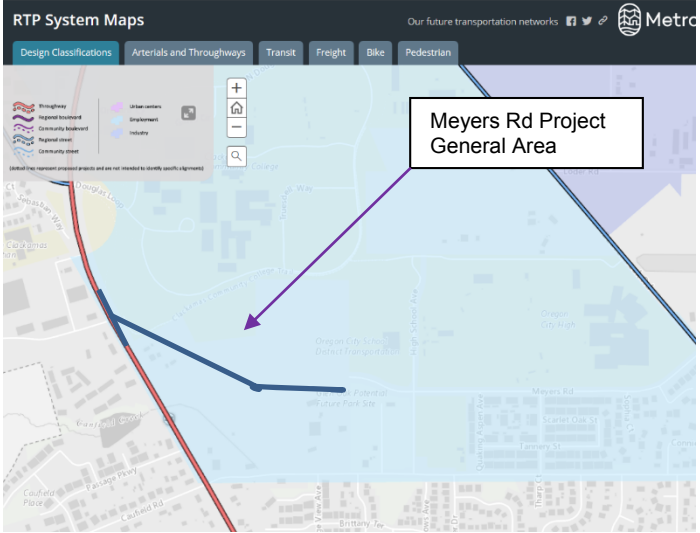
A detailed summary of the two projects being amended is provided in the tables on the following pages.

Project 1:	Division Street Corridor Improvements (Gresham) SE Division St Improvements: Wallula - Birdsdale		
Lead Agency:	Gresham		
ODOT Key Number:	16986	MTIP ID Number:	70542
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street (Project Development Activities). Completion of this project will address a key gap in the regional bicycle and pedestrian network, and is consistent with the Division BRT project. (Current funding is for project development activities only.) Source: Existing MTIP project Funding: Federal Transportation Community and System Preservation (TCSP) funds Type: Active Transportation project Location: In the city of Gresham on SE Division Street Cross Streets: from Wallula Ave to Birdsdale Ave Mile Post Limits: N/A 		

	<ul style="list-style-type: none"> • Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps) • STIP Amendment Number: TBD • MTIP Amendment Number: MR19-07-MAR
<p>What is changing?</p>	<p>AMENDMENT ACTION: ADDING FUNDING</p> <p>The amendment adds local funds in the amount of \$207,500 to the MTIP Planning phase in support of project development pre-National Environmental Policy Act (NEPA) activities and to initiate preliminary design up to 30%.</p> <p>With this Metro project development support grant, Gresham is attempting to re-start this project and move forward to deliver the project. The amendment also includes project renaming from the Division Street Corridor Improvements Project (Gresham) to be “SE Division St Improvements: Wallula-Birdsdale” to reflect the update limits identified in the project development grant.</p>  <p>The project was originally awarded \$832,640 federal Transportation Community and Systems Preservation (TCSP) funds and was first programmed in the MTIP in early 2012. The estimated total project cost then was \$1,310,600. The PE phase was obligated in June of 2013. \$179,460 of TCSP funds were obligated for the PE phase in 2013.</p> <p>The TCSP funds were awarded to the project with a shelf-life use it or lose it obligation requirement. During 2017, the TCSP funds lapsed and a request for their extension was denied by FHWA. As a result a formal amendment occurred to remove the remaining TCSP funds (totaling \$653,180) and local match from the remaining phases the TCSP funds were programmed.</p> <p>Metro agreed to carry-over the project into the 2018 MTIP with \$100,000 of local funds in the PE phase while Gresham worked on developing a funding plan for the project.</p> <p>The Metro grant of \$100,000 for project development work will help Gresham take a step forward in developing their funding plan for the project.</p> <p>Per the 2018 RTP, the SE Division St Improvement project revised total estimated cost is now \$5,936,128 and represents a significant increase from the TCSP funded version at \$1,310,600.</p>

<p>Additional Details:</p>	<p>The award and use of federal transportation funds often comes with numerous conditions. Example: Federal Congestion Mitigation Air Quality improvement funds must clearly demonstrate appropriate reductions in four air pollutants for the funds to be declared eligible to the committed project.</p> <p>Another key condition for the use and reimbursement of all FHWA managed federal transportation surrounds Directive 5020.1A which involves the Repayment of Preliminary Engineering Costs for federally funded projects that do not make adequate progress through the federal transportation project delivery process. Directive 5020.1A, dated June 8, 2018 provides policy and procedures concerning the repayment of Federal-aid funds expended on preliminary engineering (PE) projects when on-site construction or right-of way (ROW) acquisition does not commence within 10 years of the date on which Federal funds were first made available.</p> <p>The TCSP funds for the PE phase were obligated on 1/29/2013. The project will need to have commenced the ROW phase before the end of FFY 2023 (or specific deadline established by FHWA) to ensure the remaining obligated TSCP are not subject to the 10-year PE Repayment Requirement as stated in Directive 5020.1A. Per Gresham’s project development grant IGA, the 30% design update final deliverable is scheduled to occur as of September 2021. The window to complete PE and move on to the ROW phase will be tight to avoid the PE payback requirement, and also assumes the project will have a sufficiently developed project financial plan.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, Cost changes for FHWA funded projects with an active-year programming cost less than \$500,000 require a formal amendment if the cost change is in excess of 50%. Adding the \$207,500 of local funds into 2019 represents a 51.8% cost change to the project and is above the 50% threshold.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount increases from \$100,000 to \$407,500 of which \$200,000 is reflected as prior obligated funds from years outside of the current 2018 MTIP.</p>
<p>Added Notes:</p>	

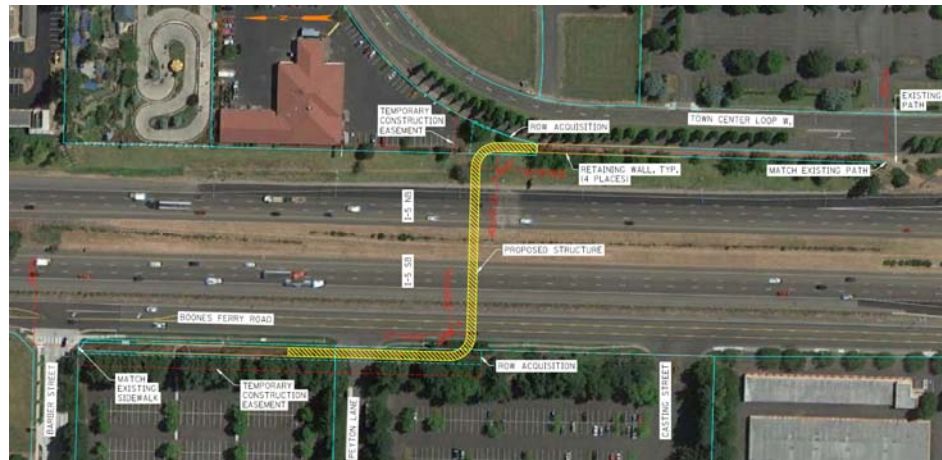
<p>Project #2: Meyers Rd: OR213 - High School Ave (Oregon City) (New Project)</p>	
<p>Lead Agency:</p>	<p>Oregon City</p>
<p>ODOT Key Number:</p>	<p>21423</p>
<p>Project Description:</p>	<p>MTIP ID Number: TBD</p> <p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/ Meyers Rd intersection to accommodate the new east leg of the intersection.. • Source: Local arterial in Oregon City • Funding: Primarily local funds from Oregon City with a \$250,000 State Immediate Opportunity Fund (IOF) grant from ODOT • Type: Modernization/capacity enhancing • Location: In Oregon City On OR213 from north of OR213/Meyers Rd and on Meyers Rd to west of High School Ave • Cross Streets: Meyers Rd east to just west of High School Ave • Mile Post Limits: 3.71 to 3.89

	<ul style="list-style-type: none"> • Current Status Code: 6 (Pre construction activities) • STIP Amendment Number: 18-21-2137 • MTIP Amendment Number: MR19-07-MAR
<p>What is changing?</p>	<p>AMENDMENT ACTION: ADD NEW PROJECT:</p> <p>This project is primarily a locally funded project with a small State IOF grant. The purpose of the "Immediate Opportunity Fund" (IOF) is to support primary economic development in Oregon through the construction and improvement of streets and roads. The 1987 Oregon Legislature created state funding for immediate economic opportunities with certain motor vehicle gas-tax increases. Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The IOF is not a replacement or substitute for other funding sources. The IOF is designed to meet the following objectives:</p> <ul style="list-style-type: none"> • Provide needed street or road improvements to influence the location, relocation or retention of a firm in Oregon. • Provide procedures and funds for the Oregon Transportation Commission (OTC) to respond quickly to economic development opportunities. • Provide criteria and procedures for Business Oregon, other agencies, local governments and the private sector to work with the Oregon Department of Transportation (ODOT) in providing road improvements needed to ensure specific job development opportunities for Oregon or to revitalize business or industrial centers. <p>This project falls under the category of Type B: Benefits in terms of a revitalized business district or industrial center through the construction of road improvements.</p> <p>The project is identified in the 2018 RTP in ID 11544, "Construct new 3 lane roadway, sidewalks, buffered bike lanes, WB right turn lane and center turn lanes to serve adjacent Clackamas Community College & underdeveloped industrial properties. (TSP D46)". Because the project is located in a Metro defined "Employment Area" within the Arterials and Throughways Modeling Network, the project is considered Regionally Significant and MTIP Programming is required. It appears that federal approvals are not required allowing only the construction phase with the IOF funds needing to be programmed.</p> <p>The project will construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection.</p> 

	<p>The Construction phase estimate is \$7,854,142. The total project cost including all other phases is \$9,352,514. MTIP programming only requires the construction phase to be programmed.</p> <table border="1" data-bbox="699 222 1401 417"> <tr> <td>Preliminary Engineering</td> <td>\$667,163.00</td> </tr> <tr> <td>Permitting and Miscellaneous Expenses</td> <td>\$173,324.00</td> </tr> <tr> <td>Bonneville Power Administration Tower Modifications</td> <td>\$265,885.00</td> </tr> <tr> <td>Right-of-Way Acquisitions</td> <td>\$392,000.00</td> </tr> <tr> <td>Construction</td> <td>\$7,854,142.00</td> </tr> <tr> <td>Total Project Cost</td> <td>\$9,352,514.00</td> </tr> </table>	Preliminary Engineering	\$667,163.00	Permitting and Miscellaneous Expenses	\$173,324.00	Bonneville Power Administration Tower Modifications	\$265,885.00	Right-of-Way Acquisitions	\$392,000.00	Construction	\$7,854,142.00	Total Project Cost	\$9,352,514.00
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Right-of-Way Acquisitions	\$392,000.00												
Construction	\$7,854,142.00												
Total Project Cost	\$9,352,514.00												
<p>Additional Details:</p>	<p>Benefits of the project include:</p> <ul style="list-style-type: none"> • Relieving congestion on Glen Oak Road. • Providing a new access through the area to foster future development of industrial land parcels adjacent to the road and helping to spur the creation of over 1,600 family-wage jobs. • Providing greater access to a regionally-vital employment area that will enhance the flow of commerce. • Helping address transportation capacity concerns and alternative mobility targets at the intersection of Oregon 213 and Beavercreek Road. • Providing an additional access for the Oregon City School District Transportation and Maintenance Facility, connectivity to the future City park at the corner of Meyers Road and High School Avenue, and an additional access (on the south end of the campus) to Clackamas Community College and the expanded Transit Center under construction on their campus. 												
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO MTIP & STIP Amendment Matrix, adding a new project to the MTIP requires a formal amendment.</p>												
<p>Total Programmed Amount:</p>	<p>The total project programming amount is \$7,854,142. The total estimate project cost is \$9,352,514.</p>												
<p>Added Notes:</p>	<p>OTC approval was required in awarding the IOF grant and occurred during their January 2019 meeting.</p>												

<p>Project 3: I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop</p>			
<p>Lead Agency:</p>	<p>Wilsonville</p>		
<p>ODOT Key Number:</p>	<p>20816</p>	<p>MTIP ID Number:</p>	<p>70883</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Construct a 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West • Source: Existing MTIP project • Funding: Initially a RFFA federal award and then fund exchange for local funds • Type: Active Transportation project • Location: In the city of Wilsonville over Interstate 5 • Cross Streets: Between Barbur St and Casting Street • Mile Post Limits: MP 284.2 to MP 284.4 • Current Status Code: 3 = (PE) Preliminary Engineering (NEPA) activities initiated • STIP Amendment Number: TBD • MTIP Amendment Number: MR19-07-MAR 		
<p>What is changing?</p>	<p>AMENDMENT ACTION: REMOVE PROJECT</p> <p>The amendment removes the project from the 2018 MTIP. The city of Wilsonville's I-5 Bike/Pedestrian Overcrossing project is a 2019-2021 Regional Flexible Fund</p>		

Allocation (RFFA) award recipient. The project was awarded \$1,550,000 of federal funds from the RFFA Step 2 Funding Category.



However, early project reviews with ODOT and Metro indicated that Wilsonville’s funding plan for the ROW, Construction, and Utility Relocation could present issues for the project as it progressed through the federal National Environmental Policy Act (NEPA). Questions also arose if the estimated total project cost was reasonable, or if the project was underfunded. Since the RFFA award only funded the Preliminary Engineering phase, discussions continued on whether the project should be recommended to take a step back and complete additional pre-NEPA project development activities, or be de-federalized.

Subsequent discussions with FHWA supported project de-federalization. FHWA provided their opinion that the project could proceed as a locally funded project outside of the federal transportation project delivery process. The city of Wilsonville opted for project de-federalization and completed a local fund exchange with Metro. The fund exchange shifted the federal funds from the I-5 project to Wilsonville’s Kinsman Rd – SW Boeckman to SW Barbur project for local funds from the Kinsman Rd project.

Along with expected faster project delivery, the city of Wilsonville advocates that de-federalizing the I-5 Bike/Pedestrian Overcrossing project will result in a lower total project cost to construct and deliver the overcrossing.

Metro has developed a separate locally funded Intergovernmental Agreement (IGA) with Wilsonville to complete the project and will monitor the project through their Local Funded Project Delivery Program. To avoid monitoring conflicts with ODOT, Metro is removing the project from the MTIP at this time.

Additional Details:	N/A
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, removing/cancelling a project from the MTIP requires a formal amendment.
Total Programmed Amount:	The total project programming amount decreases from \$1,727,405 to \$0 in the MTIP.
Added Notes:	

Note: The Amendment Matrix located 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.

PUBLIC COMMENTS/NOTIFICATION PERIOD NOTATION:

On March 26, 2019, the 30-day Public Notification/Opportunity to Comment period will officially close. As of March 21, 2019, Metro has received one significant comment which required a staff response. The comments were also forward to Metro Legal staff for an opinion. The comment is from a Mr. Ed Sullivan which advocates that the Metro Regional Transportation Plan (RTP) and MTIP have failed to properly address the requirements of the federal Fair Housing Act. Although Metro does not receive any federal Fair Housing Act or Housing and Urban Development (HUD) funding, Mr. Sullivan believes Metro is in violation of the Fair Housing Act related to the development of the RTP and MTIP. Mr. Sullivan was requested to expound on his accusation, however, specific details of Metro’s violation were not provided.

Metro’s Legal review indicated that the vague comments are off-based and not relevant to stop the Amendment bundle. The opinion provided to the MTIP manager is that the comments lack proper justification and do not merit any further action on staff’s account. The comments have been formally added to the comments log with a response summary. At this time, staff recommends continued forward progress of the March 2019 Formal Amendment Bundle and recommends approval at the April 4th Meeting.

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

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.

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

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	February 25, 2019
● TPAC notification and approval recommendation.....	March 1, 2019
● JPACT approval and recommendation to Council.....	March 21, 2019*
● Completion of public notification process.....	March 26, 2019
● Metro Council approval.....	April 4, 2019

Notes:

* 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	April 8, 2019
● Amendment bundle submission to ODOT for review.....	April 8, 2019
● Submission of the final amendment package to USDOT.....	April 8, 2019
● ODOT clarification and approval.....	Mid-April, 2019
● USDOT clarification and final amendment approval.....	Late April-early May, 2019

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 Metro Council approval of Resolution 19-4971.

- TPAC approval date: March 1, 2019
- JPACT approval date: March 21, 2019

Attachments:

1. Project Location Maps
2. OTC Letter for Key 21423 – OTC Approval of IOF Funds

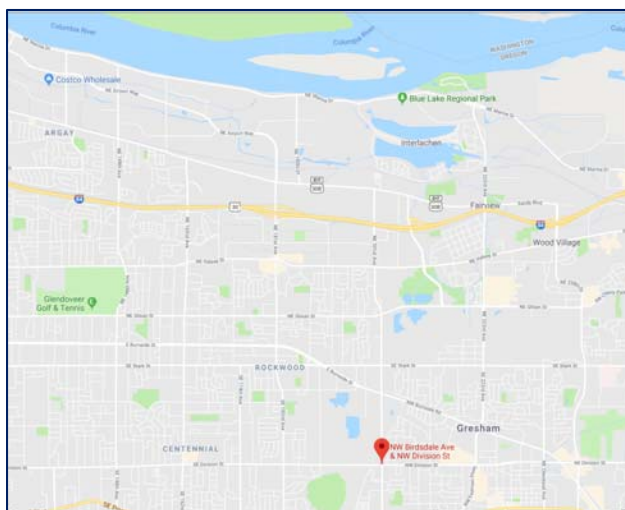
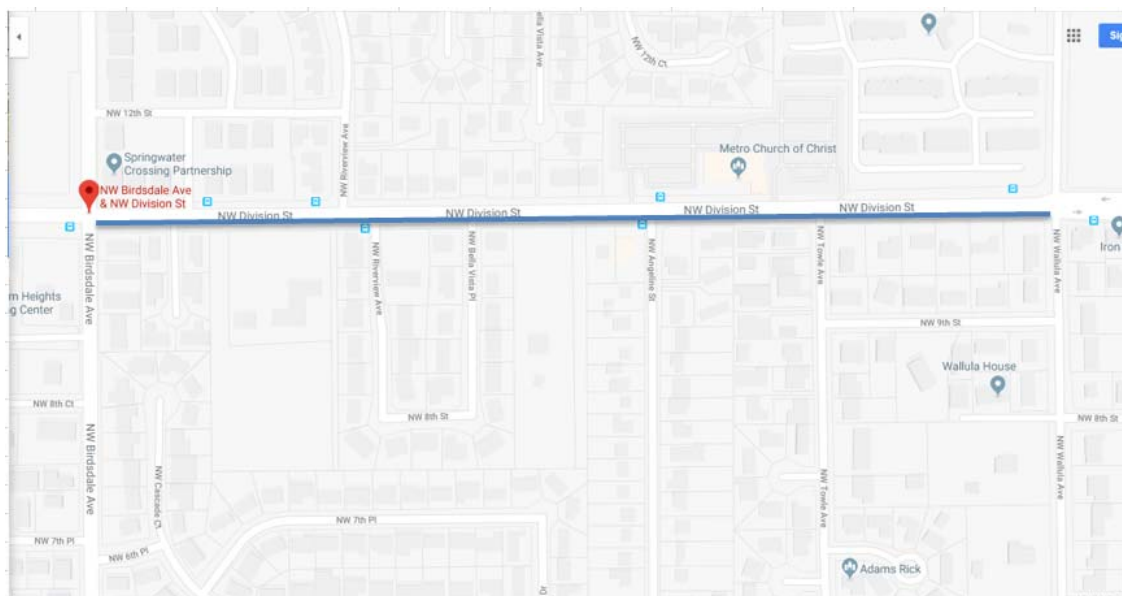
Date: Thursday, March 21, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the March 2019 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

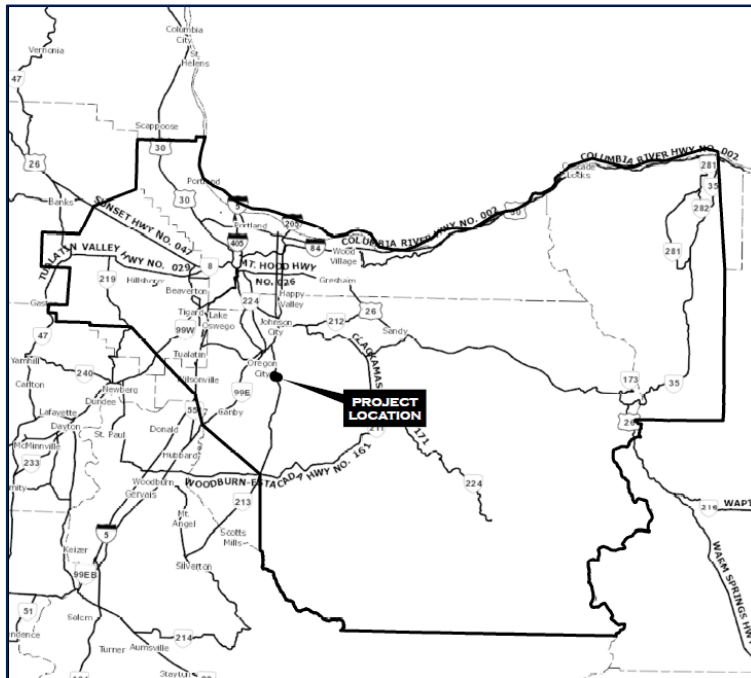
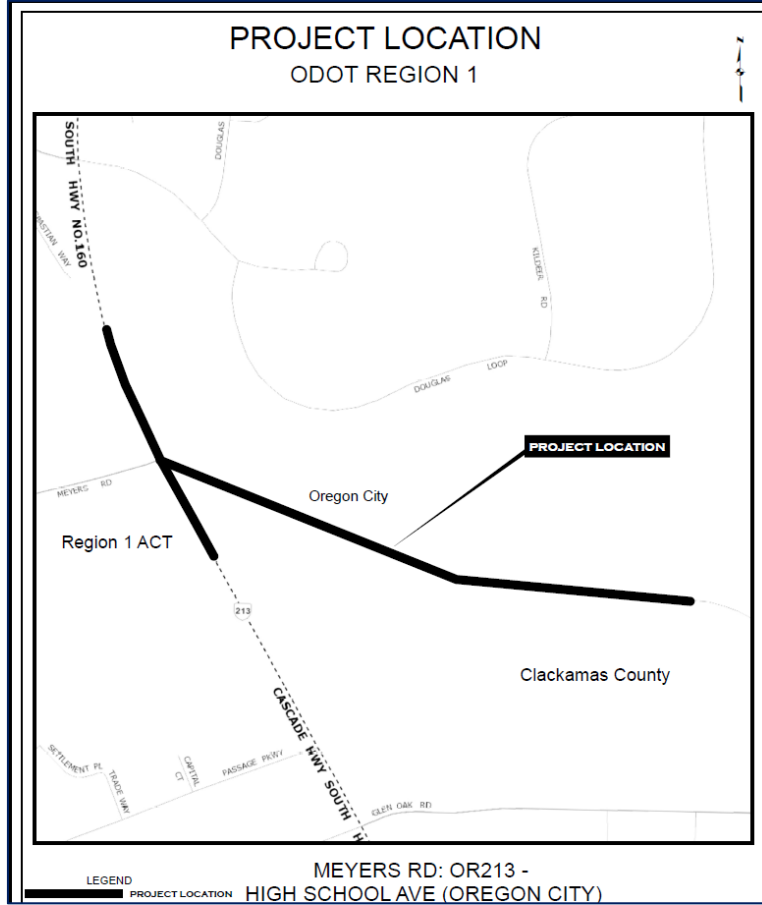
Available project location maps are included in this attachment to the staff report for reference for their applicable projects. Maps are included for:

- Key 16986 – SE Division St Improvements: Wallula-Birdsdale
- Key 21423 – Meyers Rd: OR213 - High School Ave (Oregon City)
- Key 20816 - I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop

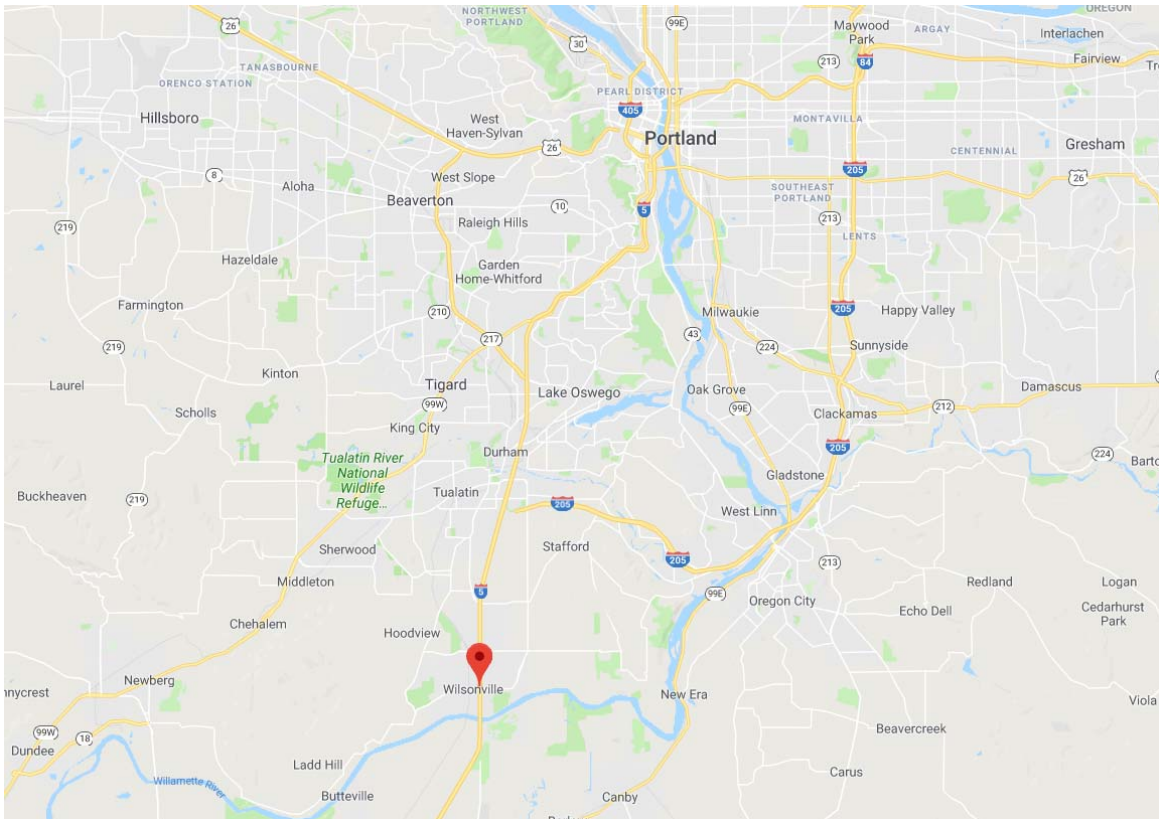
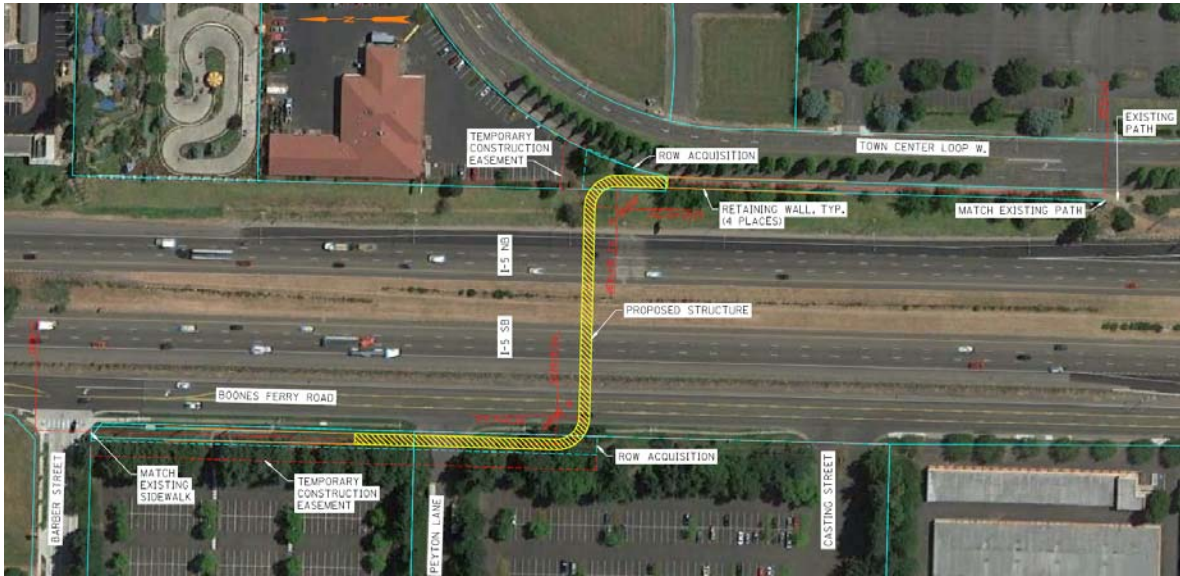
Key 16986 SE Division St Improvements: Wallula-Birdsdale



Key 21423
Meyers Rd: OR213 - High School Ave (Oregon City)



Key 20454 I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop





Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 7, 2019

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Consent 10** – Immediate Opportunity Fund award to the City of Oregon City for Myers Road and the Beaver Creek Employment Area.

Requested Action:

Approve awarding \$250,000 of Type B [Immediate Opportunity Funds](#) (IOF) to Oregon City and adding a project to the 2018-2021 Statewide Transportation Improvement Program (STIP) for construction of Myers Road.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Immediate Opportunity Fund (IOF) Award	\$0	\$250,000
Oregon City System Development Charges and Clackamas Community College funds	\$0	\$9,102,514
TOTAL	\$0	\$9,352,514

New Project:

Meyers Road: Oregon 213 to Meyers road (Oregon City) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2019	\$0	\$840,487
Right of Way	TBD	\$0	\$392,000
Utility Relocation	TBD	\$0	\$265,885
Construction	TBD	\$0	\$7,854,142
TOTAL		\$0	\$9,352,514

Background:

The Beaver Creek Employment Area is comprised of 90 acres of industrial land located next to Clackamas Community College (CCC). Once fully developed, this area could enable the addition of 1,600 jobs with an estimated payroll of more than \$124 million. The Beaver Creek Employment Area consists of two development sites made up of several individual parcels. Both sites are zoned as “Campus Industrial” areas and are located within Oregon City’s city limits. Critical infrastructure and utilities serve just a portion of the sites. The sites are located near key transportation corridors and

provide access to the Port of Portland and the Portland International Airport. Additionally, the sites strategic location next to Clackamas Community College will allow employer access to education and training resources while their proximity to retail centers will provide employees access to amenities, such as restaurants and shops.

Business Oregon and the City of Oregon City are currently working with two developers to build site infrastructure and three companies who have expressed interest in relocating to the industrial area. One of the companies is a traded-sector manufacturing outdoor industry leader that is expanding into new global markets and is in the process of expanding their workforce. They currently employ three hundred workers and plan to create ninety-two new jobs over the next twelve months. It is critical for the City of Oregon City to retain this company and the manufacturing jobs they support. The other two companies are either in the process of expansion or consolidation. Together, these projects could result in meeting nearly half of the City's employment targets for the industrial area.

The City of Oregon City has partnered with CCC to bring skilled workforce training opportunities to employers that choose to relocate to the Beavercreek Employment Area through locating its Industrial Technical Center on the college's campus, where on-site customized training by certified instructors is available.

Proposed Project:

The Meyers Road Extension Project will provide a safe and multi-modal connection for motor vehicles, bicycles, and pedestrians traveling along Meyers Road. The proposed work consists of constructing approximately 2,100 feet of new Meyers Road (including extending water, sanitary sewer, and storm drainage facilities) between Oregon 213 and just west of High School Avenue; replacement of the traffic signal at the Oregon 213 and Meyers Road signalized intersection to accommodate a new east leg of the intersection; the addition of a southbound left turn lane on Oregon 213; and adding 1,400 feet of new northbound through-lane on Oregon 213.

Benefits of the project include:

- Relieving congestion on Glen Oak Road;
- Providing a new access through the area to foster future development of industrial land parcels adjacent to the road and helping to spur the creation of over 1,600 family-wage jobs;
- Providing greater access to a regionally-vital employment area that will enhance the flow of commerce;
- Helping address transportation capacity concerns and alternative mobility targets at the intersection of Oregon 213 and Beavercreek Road;
- Providing an additional access for the Oregon City School District Transportation and Maintenance Facility, connectivity to the future City park at the corner of Meyers Road and High School Avenue, and an additional access (on the south end of the campus) to Clackamas Community College and the expanded Transit Center under construction on their campus.

Proposed Project Budget Summary:

The City is funding the project, for the most part, with System Development Charges (SDC's), including Transportation, Water, Sanitary Sewer and Storm Drainage SDC's. The City has also worked

collaboratively with CCC to determine the college's proportional share of the project expenses related to their current development on the campus.

A summary of the budget for the project, is as follows:

Preliminary Engineering	\$667,163.00
Permitting and Miscellaneous Expenses	\$173,324.00
Bonneville Power Administration Tower Modifications	\$265,885.00
Right-of-Way Acquisitions	\$392,000.00
Construction	\$7,854,142.00
Total Project Cost	\$9,352,514.00

IOF Program Type:

This project falls under the category of Type B: Benefits in terms of a revitalized business district or industrial center through the construction of road improvements.

Options:

With approval, \$250,000 in IOF funds will be awarded to Oregon City for the construction of Meyers road between Oregon Highway 213 and the existing Meyers road alignment.

Without approval, the IOF funds will not be awarded but the project will likely proceed with a combination of local funds and other resources.

Attachments:

- Attachment 1 – Location and Vicinity Maps
- Attachment 2 – Business Oregon recommendation to ODOT for IOF award to City of Oregon City
- Attachment 3 – IOF Commitment Table

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Kris Strickler	David Kim	McGregor Lynde	Jeff Flowers
Arlene Santana	Rian Windsheimer	Mandy Putney	Kimberly Dinwiddie
Talena Adams	Gabi Garcia	Amanda Sandvig	Ted Miller
Cooper Brown			