

Council meeting agenda

Thursday, August 2, 2018

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Public Communication

3. Consent Agenda

3.1 Consideration of July 26, 2018 Minutes [18-5071](#)

3.2 Resolution No. 18-4901, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) Involving Three Projects Impacting Metro and ODOT (JL18-11-JUL) [RES 18-4901](#)

Presenter(s): TBD

Attachments: [Resolution No. 18-4901](#)
[Exhibit A to Resolution No. 18-4901](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

4. Public Hearings

4.1 Public Hearing as Part of the Public Comment Period for the 2018 Regional Transportation Plan and Strategies for Safety, Freight, Transit and Emerging Technology [18-5062](#)

Presenter(s): Margi Bradway, Metro
Kim Ellis, Metro

Attachments: [Council Packet Brief on Public Hearing](#)
[RTP Public Comment Opportunity Handout](#)
[2018 RTP Financially Constrained Projects Map](#)

5. Resolutions

- 5.1 Resolution No. 18-4903, For the Purpose of Confirming the Appointment of Nathan A. S. Sykes as Acting Metro Attorney

[RES 18-4903](#)

Presenter(s): TBD

Attachments: [Resolution No. 18-4903](#)
[Exhibit A to Resolution No. 18-4903](#)
[Staff Report](#)

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

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Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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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.	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.
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.	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.
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.	

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 July 26, 2018 Minutes

Consent Agenda

Metro Council Meeting
Thursday, August 2, 2018
Metro Regional Center, Council Chamber

Agenda Item No. 3.2

**Resolution No. 18-4901, For the Purpose of Adding or Amending
Existing Projects to the 2018-21 Metropolitan Transportation
Improvement Program (MTIP) Involving Three Projects Impacting
Metro and ODOT (JL18-11-JUL)**

Consent Agenda

Metro Council Meeting
Thursday, August 2, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 18-4901
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: “Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING FOUR)	Martha Bennett in concurrence with
PROJECTS IMPACTING METRO, ODOT AND)	Council President Tom Hughes”
TRIMET (JL18-12-JUL))	

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 and ODOT-Salem have resolved a portion of Metro’s UPWP unobligated carry-over funding issue allowing a total of \$1,712,418 of federal Surface Transportation Program, federal Planning funds, and required matching funds to be added into the State Fiscal Year 2019 UPWP Agreement allowing it to be obligated before the end of Federal Fiscal Year 2018 with eligible expenditures to follow shortly thereafter; and

WHEREAS, TriMet’s OR8 - SW 192nd Ave (Aloha) to SW 160th Ave (Beaverton) project which includes sidewalk infill and improvements, signal priority upgrades, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossings required a significant limits and scope adjustment resulting in splitting some site locations to another project and removing several initially proposed sites from the project due to project budgetary limitations; and

WHEREAS, ODOT’s OR8 – SW Murray Blvd to SW 110th Ave (Beaverton) safety improvement project that includes the installation of larger signal heads, reflective backboards, pedestrian countdown signals, and left turn phasing scope elements also required a scope change due to impacting ADA compliance requirements which reduced the number of site locations from 23 to 9 and included the assimilation of several site locations from TriMet’s OR8 project; and

WHEREAS, FHWA has reversed their formal programming position that prevents project implementation phase partial programming and has authorized \$1.4 million of approved total funding from the Oregon Transportation Commission for the right-of-way phase for the I-205 Stafford Road to OR99E widening project; 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 July 2018 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on July 13, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 19, 2018 to formally amend the 2018-21 MTIP to include the July 2018 Formal Amendment bundle consisting of four projects.

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

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 18-4901



Proposed July 2018 Formal Amendment Bundle Amendment Type: FORMAL, JL18-12-JUL Total Number of Projects: 4			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 21271	Metro	Portland Metro Planning SFY19	ADDED FUNDING: The amendment adds \$1,712,418 in total funding to the project in support of planning activities Metro accomplishes each year. The added funding represents Metro UPWP unobligated carry-over from previous years that needs to be incorporated into the FY 2019 Planning project Key of 21271. The funding increase adds \$1,184,862 of federal STP and \$351,690 along with associated matching funds. Through this action, the prior year funds will be available to be obligated and expended during the current fiscal year.
Project #2 18839	TriMet	OR8: SW 115th Ave (Beaverton) - SW 192nd Ave (Aloha) OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	LIMITS/SCOPE CHANGE: The amendment increases the PE phase funding, reduces ROW phase. Adds a small UR phase and decreases the construction phase funding. Current project reviews revealed that various project locations need to be dropped or split in order to keep project within budget, avoid overlaps with existing projects, and to drop work not wanted by applicant. In addition, the PE budget was originally determined and assumed for in-house delivery. The decision was made to outsource PE, but the budget was never increased. This amendment serves to increase the budget for consultant design services. The scope update also requires adjustments to the project limits.
Project #3 18794	ODOT	OR8: SW 10th - SW 110th OR8: SW Murray Blvd - SW 110th Ave (Beaverton)	SCOPE CHANGE: The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes AADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.

Project #4 19786	ODOT	I-205: Stafford Rd - OR99E	ADD FUNDING: The amendment adds \$1.4 million total to the project's right-of-way phase to begin right-of-way activities. Per OTC action, the PE and ROW phase funding will now be state HB2001 JTA funds. MTIP programming is being corrected to reflect this change from using the Advance Construction fund type code.
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Exhibit A to Resolution 18-4901

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
21271	71053	ODOT	Portland Metro Planning SFY19					Planning	\$ 4,079,989
Project Description:			SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP>200K	Z230	Federal	2018	\$ 1,244,481					\$ 1,244,481
Local	Match	Local	2018	\$ 142,436					\$ 142,436
PL	Z450	Federal	2018	\$ 1,841,187					\$ 1,841,187
State	Match	State	2018	\$ 210,732					\$ 210,732
5303	Z277D	Federal	2018	\$ 575,307					\$ 575,307
Local	Match	Local	2018	\$ 65,846					\$ 65,846
Total:				\$ 4,079,989	\$ -	\$ -	\$ -	\$ -	\$ 4,079,989
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. STP>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people.</div> <div>3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</div> <div>4. PL = Federal Planning funds normally allocated to the MPO in support of required planning activities as directed by USDOT.</div> <div>5. State = General state funds committed to the project as the required match to the federal funds.</div> <div>6. 5303 = Federal planning funds designated for transit planning activities.</div>								
<div>Amendment Summary</div> <div>Proposed changes are stated on the next page</div>									

PROJECT #1 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21271	71053	Metro	Portland Metro Planning SFY19					Planning	\$ 5,792,407
Project Description:		SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP>200K	Z230	Federal	2018	\$ 2,429,343					\$ 2,429,343
Local	Match	Local	2018	\$ 278,050					\$ 278,050
PL	Z450	Federal	2018	\$ 2,192,877					\$ 2,192,877
State	Match	State	2018	\$ 250,984					\$ 250,984
5303	Z277D	Federal	2018	\$ 575,307					\$ 575,307
Local	Match	Local	2018	\$ 65,846					\$ 65,846
Total:				\$ 5,792,407	\$ -	\$ -	\$ -	\$ -	\$ 5,792,407
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. PL = Federal Planning funds normally allocated to the MPO in support of required planning activities as directed by USDOT.								
	5. State = General state funds committed to the project as the required match to the federal funds.								
	6. 5303 = Federal planning funds designated for transit planning activities.								
<div>Amendment Summary</div> <div>This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project</div>									

Exhibit A to Resolution 18-4901

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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18839	70780	TriMet	OR8:SW 115th Ave (Beaverton) - SW 192nd Ave (Aloha)					Highway	\$ 1,844,000
Project Description:		Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing							
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
HPP	Earmark	Federal	2016		\$ 289,648				\$ 289,648
Local	Match	Local	2016		\$ 33,152				\$ 33,152
State STP-FLX	M240	Federal	2017			\$ 206,379			\$ 206,379
Local	Match	Local	2017			\$ 23,621			\$ 23,621
State STP-FLX	M240	Federal	2018					\$ 952,215	\$ 952,215
Local	Match	Local	2018					\$ 108,985	\$ 108,985
Other	Overmatch	Local	2018					\$ 230,000	\$ 230,000
Total:			\$ -	\$ 322,800	\$ 230,000	\$ -	\$ 1,291,200	\$ 1,844,000	
Notes:	<div>1. HPP = Federal High Priority Project program. The funding was originally an earmark</div> <div>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".</div> <div>3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</div> <div>4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA.</div> <div>5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</div>								
<div>Amendment Summary</div> <div>Proposed changes are stated on the next page</div>									

PROJECT #2 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18839	70780	TriMet	OR8: SW 115th Ave (Beaverton) – SW 192nd Ave OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)					Highway	\$ 1,698,000
Project Description:			Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing						
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		\$ 289,648				\$ 289,648
Local	Match	Local	2016		\$ 33,152				\$ 33,152
ADVCON	ACPO	Federal	2016		\$ 425,500				\$ 425,500
Local	Match	Local	2016		\$ 48,700				\$ 48,700
ADVCON	ACPO	Federal	2018			\$ 145,363			\$ 145,363
Local	Match	Local	2018			\$ 16,637			\$ 16,637
ADVCON	ACPO	Federal	2019				\$ 31,406		\$ 31,406
Local	Match	Local	2019				\$ 3,594		\$ 3,594
ADVCON	ACPO	Federal	2019					\$ 425,320	\$ 425,320
Local	Match	Local	2019					\$ 48,680	\$ 48,680
Other	Overmatch	Local	2019					\$ 230,000	\$ 230,000
Total:				\$ -	\$ 797,000	\$ 162,000	\$ 35,000	\$ 704,000	\$ 1,698,000
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. HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT for highway safety improvements.								
	4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
	5. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund.								
	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									
This amendment results from significant scope and limits changes to the project. Reviews of site locations have been accomplished to determine what remains in the project and what can be removed to keep the project within budgetary limits. The PE phase increase reflects an external consultant driven phase management. A small Utility Relocation phase is being added. As a result of the review and adjusted scope plus project limits, the construction phase estimate has decreased resulting in an overall net cost decrease to the project.									

Exhibit A to Resolution 18-4901

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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18794	70766	ODOT	OR8: SW10th - SW 110th					Highway	\$ 1,862,600
Project Description:			Systematic safety improvements						
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
HISP-FAST	ZS30	Federal	2016		\$ 437,500				\$ 437,500
HSIP-FAST	ZS30	Federal	2019					\$ 1,053,100	\$ 1,053,100
State STP-FLX	M240	Federal	2019					\$ 333,796	\$ 333,796
State	Match	State	2019					\$ 38,204	\$ 38,204
									\$ -
									\$ -
Total:				\$ -	\$ 437,500	\$ -	\$ -	\$ 1,425,100	\$ 1,862,600
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 funding allocated to ODOT annually. This specific funding pot (ZS30) is 100% federal and does not require local or state matching funds.								
	4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA.								
	5. State = General state funds committed to the project as the required 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
18794	70766	ODOT	OR8: SW10th - SW 110th OR8: SW Murray Blvd - SW 110th Ave (Beaverton)					Highway	\$ 2,144,043
		Project Description:	Systematic safety improvements Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible						
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-FAST	ZS30	Federal	2016		\$ 437,500				\$ 437,500
ADVCON	ACPO	Federal	2019			\$ 304,000			\$ 304,000
ADVCON	ACPO	Federal	2019					\$ 1,364,339	\$ 1,364,339
State	Match	State	2019					\$ 38,204	\$ 38,204
									\$ -
									\$ -
Total:				\$ -	\$ 437,500	\$ 304,000	\$ -	\$ 1,402,543	\$ 2,144,043
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. 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".</div> <div>3. HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT annually. This specific funding pot (ZS30) is 100% federal and does not require local or state matching funds.</div> <div>4. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund. For the Right of Way phase, the use of ADVCON fund code most likely represents 100% HSIP to be committed later when the ROW phase is obligated.</div> <div>5. State = General state funds committed to the project as the required match to the federal funds</div> <div>6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</div>								

Amendment Summary

The amendment reflects changes die to a scope change to the project. The project was originally scoped a signal head upgrade project with 23 locations and no ADA improvements. ADA requirements are now applicable to the project resulting in a decrease to 9 locations to receive signal upgrades. The scope change also adds a Right-of-Way phase for the project

Exhibit A to Resolution 18-4901

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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 29,000,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.						
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	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
ADVCON	ACP0	Federal	2018		\$ 12,910,800				\$ 12,910,800
State	Match	State	2018		\$ 1,089,200				\$ 1,089,200
Other	Overmatch	Local	2018	\$ 2,500,000					\$ 2,500,000
									\$ -
Total:				\$ 15,000,000	\$ 14,000,000	\$ -	\$ -	\$ -	\$ 29,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Freight Program funding allocated to ODOT for various goods movements related projects and improvements								
	3. State = General state funds committed to the project as the required match to the federal funds								
	4. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund. For the Right of Way phase, the use of ADVCON fund code most likely represents 100% HSIP to be committed later when the ROW phase is obligated.								
	5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								
<div>Amendment Summary</div> <div>Proposed changes are stated on the next page</div>									

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 30,400,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.						
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	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
ADVCON	B4A0	State	2018		\$ 12,910,800				\$ -
State	Match	State	2018		\$ 1,089,200				\$ -
HB2001	B4A0	State	2018		\$ 14,000,000				\$ 14,000,000
Other	Overmatch	Local	2018	\$ 2,500,000					\$ 2,500,000
ADVCON	ACP0	Federal	2018			\$ 1,289,680			\$ -
State	Match	State	2018			\$ 110,320			\$ -
HB2001	B4A0	State	2018			\$ 1,400,000			\$ 1,400,000
Total:				\$ 15,000,000	\$ 14,000,000	\$ 1,400,000	\$ -	\$ -	\$ 30,400,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Freight Program funding allocated to ODOT for various goods movements related projects and improvements								
	3. State = General state funds committed to the project as the required match to the federal funds								
	4. HB2001 = 100% State funds from House Bill 2001b, Jobs and Transportation Act (JTA) program funding								
	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

This amendment adds \$1.4 million to the project to begin right-of-way activities. OTC approval was required and occurred during their May 2018 meeting. Per ODOT comment submitted to Metro, PE and ROW funding now will be completely state funded in accordance with OTC action for the project. The fund codes above have been adjust to reflect that state HB2001 funding is now committed to the project's PE and ROW phases.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, July 19, 2018
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: July 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4901

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING METRO, ODOT AND TRIMET (JL18-12-JUL)

BACKGROUND

What this is:

The July 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle contains required changes and updates impacting Metro, ODOT, and TriMet. Four projects are included in the amendment bundle. They are summarized in the below table:

July 2018 Formal MTIP Amendment Amendment Type: Formal Name: JL18-12-JUL Number of Projects: 4			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT Key 21271 MTIP ID 71053	Metro	Portland Metro Planning SFY19 SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.	ADDED FUNDING: This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project
Project #2 ODOT Key 18839 MTIP ID 70661	TriMet	OR8: SW 115th Ave (Beaverton) - SW 192nd Ave OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton) Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	LIMITS/SCOPE CHANGE: The amendment increases the PE phase funding, reduces ROW phase. The project adds a small UR phase and decreases the construction phase funding. Various project locations needed to be dropped or split in order to keep project within budget, avoid overlaps with existing projects, and to drop work not wanted by applicant. The PE budget decided to be outsourced. This amendment serves to increase the budget for consultant design services. The scope update also requires adjustments to the project limits.
Project #3 ODOT Key 18794 MTIP ID 70766	ODOT	OR8: SW 10th - SW 110th OR8: SW Murray Blvd - SW 110th Ave (Beaverton) Systematic safety improvements Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible	SCOPE CHANGE: The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes AADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.

ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #4 ODOT Key 19786 MTIP 70859	ODOT	I-205: Stafford Rd - OR99E Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.	ADD FUNDING: Partial Right-of-Way phase funding is being added to the project per review and approval by FHWA. The PE and ROW funding codes are being changed to reflect state HB2001.

What is the requested action?

JPACT recommends Metro Council approval of the July 2018 formal amendment and for resolution 18-4901 enabling the four identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

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

1. Project: Portland Metro Planning SFY19			
Lead Agency:	Metro		
ODOT Key Number:	21271	MTIP ID Number:	71053
Project Description:	<p>The project represents annual planning funds allocated to Metro in support of regional planning requirements as stated in 23 CFR 450.300-338 including development and management of the RTP, UPWP, and the MTIP, plus completing major regional transportation related studies of significance and other activities that support metropolitan planning.</p> <p>Metro is allocated three types of funds used for annual planning activities: Federal Metropolitan Planning (PL) funds, FTA Section 5303 funds, and Surface Transportation Block Grant (STBG) funds. PL and STBG funds support various MPO planning studies UPWP work efforts and other planning activities the MPO is responsible for completing. FTA Section 5303 funds also support MPO planning activities, but focus on transit planning areas.</p>		
What is changing?	Additional unobligated PL and STP funds from past years are being carried over into the SFY 2019 cycle enabling the funds to be now be obligated and expended in support of required Metro planning projects.		
Additional Details:	This is one of possibly two UPWP funding corrective that will occur to resolve remaining unobligated authorized UPWP funds for Metro. In the past, there have been some issues between the statewide MPO UPWP program and ODOT's SPR program. This amendment reflects the ongoing clean-up effort to correct past issues the UPWP program.		
Why a Formal amendment is required?	A total of \$1,536,522 is being added to the project. The net cost increase is 37.6% which exceeds the Administrative Modification maximum threshold of 20%		
Total Programmed Amount:	Total programming increases from \$4,079,989 to \$5,782,407		
Added Notes:			

2. Project: OR8: SW 115th Ave (Beaverton) - SW 192nd Ave OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)			
Lead Agency:	TriMet		
ODOT Key Number:	18839	MTIP ID Number:	70780
Project Description:	Sidewalk infill and improvements, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing.		
What is changing?	Limits change along with the project scope.		

	<p>A review between ODOT and TriMet of the proposed original site locations revealed potential cost issues above the available budget and potential overlaps with other related projects, and projects deemed not required by the lead agency. The re-scoping effort resulted in a decision to also utilize a consultant driven PE phase rather than in-house delivery. As a result of this decision, the PE phase required additional funding which is being addressed through this amendment.</p> <p>The summary of changes to the project include the following:</p> <ul style="list-style-type: none"> - Split 188K & associated scope (OR8 @ SW 115th, OR8 @ Hall Blvd) to 18794 - Drop various locations to keep project within budget and to avoid overlap w/ existing projects - Change name and mile points to reflect scope change - Increase by 42K to address budget shortfall with remaining scope, adjusting funding between phases to make each phase whole and adding a UR phase <p>These changes decrease the required project total from \$1,844,000 to \$1,690,000</p>
Additional Details:	<p>Specific site locations adjustments include the following:</p> <p>Split to K18794:</p> <ul style="list-style-type: none"> - OR8 @ SW 115th - OR8 @ Hall Blvd <p>Remove (either due to overlap w/ other projects or insufficient budget):</p> <ul style="list-style-type: none"> - OR8 @ Broadway - 12900 block of OR8 - OR8 @ SW Hocken - OR8 @ SW 142nd - OR8 @ Murray Blvd - OR8 @ SW 170th - OR8 @ Aloha Village - OR8 @ SW 185th - OR8 @ SW 198th - OR8 @ Market Center <p>Keep:</p> <ul style="list-style-type: none"> - OR8 @ 160th Ave - OR8 @ St Mary's Home - OR8 @ SW 178th - OR8 @ 192nd Ave
Why a Formal amendment is required?	Limits changes in excess of 0.25 miles require a formal MTIP Amendment. Major scope changes to a project also require a formal MTIP Amendment. Both actions are occurring to the project resulting in the need for the formal amendment.
Total Programmed Amount:	The total project programming amount decreases from \$1,844,000 to \$1,698,000
Added Notes:	OTC action was not required for this change

3. Project:	OR8: SW10th - SW 110th OR8: SW Murray Blvd - SW 110th Ave (Beaverton)		
Lead Agency:	ODOT		
ODOT Key Number:	18794	MTIP ID Number:	70766
Project Description:	Systematic safety improvements Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible		

What is changing?	<p>Scope Change: The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes ADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.</p> <p>K18794 was originally scoped as signal head upgrades at 23 locations with no ADA improvements. Newer requirements under the ADA settlement led R1 to revise the scope to include signal upgrades and ADA upgrades at 9 locations. The revised scope will require rebalancing original funding and creation of a ROW phase.</p> <p>Improvements originally part of K18839 will be added to K18794 to avoid overlaps and design conflicts between the projects. Funds associated with those improvements will be transferred to K18794.</p> <p>The summary of changes include the following: Remove various project locations due to insufficient budget - Change project name and mile points to reflect revised scope - Split \$188K & associated scope from K18839 - Add a ROW phase of \$304,000, reducing CN by \$22,557 and adding \$93,443 from R1 Financial Plan to cover shortage</p>
Additional Details:	<p>Revised locations for K18794:</p> <ul style="list-style-type: none"> - OR8 @ SW 110th - OR8 @ OR217 NB - OR8 @ OR217 SB - OR8 @ SW 115th (scope added from K18839) - OR8 @ SW 117th (scope added from K18839) - OR8 @ SW Lombard - OR8 @ Hall Blvd (scope added from K18839) - OR8 @ SW Watson - OR8 @ SW Murray <p>Removed locations (due to insufficient budget):</p> <ul style="list-style-type: none"> - OR8 @ 153rd Dr - OR8 @ 160th Ave - OR8 @ 170th Ave - OR8 @ 198th Ave - OR8 @ Brookwood - OR8 @ Shute Plaza - SE 10th Ave @ Maple St - SE 10th Ave @ Walnut St - SE 10th Ave @ Oak St - SE 10th Ave @ SE Baseline St - SE Baseline St @ SE 5th Ave - SE Baseline St @ SE 3rd Ave - SE Baseline St @ SE 2nd Ave - SW Baseline St @ W Main St
Why a Formal amendment is required?	Major scope changes to a project also require a formal MTIP Amendment
Total Programmed Amount:	The project total programming increases from \$1,824,396 to 2,144,043
Added Notes:	OTC approval was not required for these changes.

4. Project: I-205: Stafford Rd - OR99E			
Lead Agency:	ODOT		
ODOT Key Number:	19786	MTIP ID Number:	70859
Project Description:	<p><i>July 18, 2018 Project Status Additional Update for Metro Council:</i> ODOT submitted an official public comment requesting that the fund type codes for the PE and ROW phases be changed from their current proposed federal Advance Construction (ACP0) fund code to be 100% State HB2001 funds. ODOT’s request is consistent with the OTC action approving the funds for the PE and ROW phases. The final submitted amendment package to FHWA will reflect the \$14 million for PE and \$1.4 million for the ROW phase as 100% State HB2001 funds. – KL 7-19-2018</p> <p>Project description: Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.</p> <p>The project scope includes four main components:</p> <ul style="list-style-type: none">A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City.B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor.C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1’s ATM Project Atlas.		
What is changing?	The amendment adds \$1.4 million total of funding in support of right-of-way activities.		
Additional Details:	FHWA reviewed ODOT’s request and reversed their earlier decision supporting the MPO concerning partial implementation phase programming for this project.		
Why a Formal amendment is required?	Adding partial funding to an implementation phase represents a core change to FHWA programming policy.		
Total Programmed Amount:	The programming for the project increases from \$29,000,000 to \$30,400,000.		
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their April 2018 meeting.		

Note: The Amendment Matrix at right is included as a reference the rules and justification for Formal Amendment and Administrative Modifications 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.

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:	
• 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:	
• FHWA project cost increase/decrease:	
• 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.	

- 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 July 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	June 29, 2018
● TPAC notification and approval recommendation.....	July 13, 2018
● JPACT approval and recommendation to Council.....	July 19, 2018
● Completion of public notification process.....	July 30, 2018
● Metro Council approval.....	August 2, 2018*

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	August 6, 2018
● Amendment bundle submission to ODOT for review.....	August 7, 2018
● Submission of the final amendment package to USDOT.....	August 7, 2018
● ODOT clarification and approval.....	Mid-August , 2018
● USDOT clarification and final amendment approval.....	Mid-August 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:

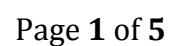
JPACT recommends the approval of Resolution 18-4901.

- TPAC notification and approval date: July 13, 2018
- JPACT approval recommendation date: July 19, 2018

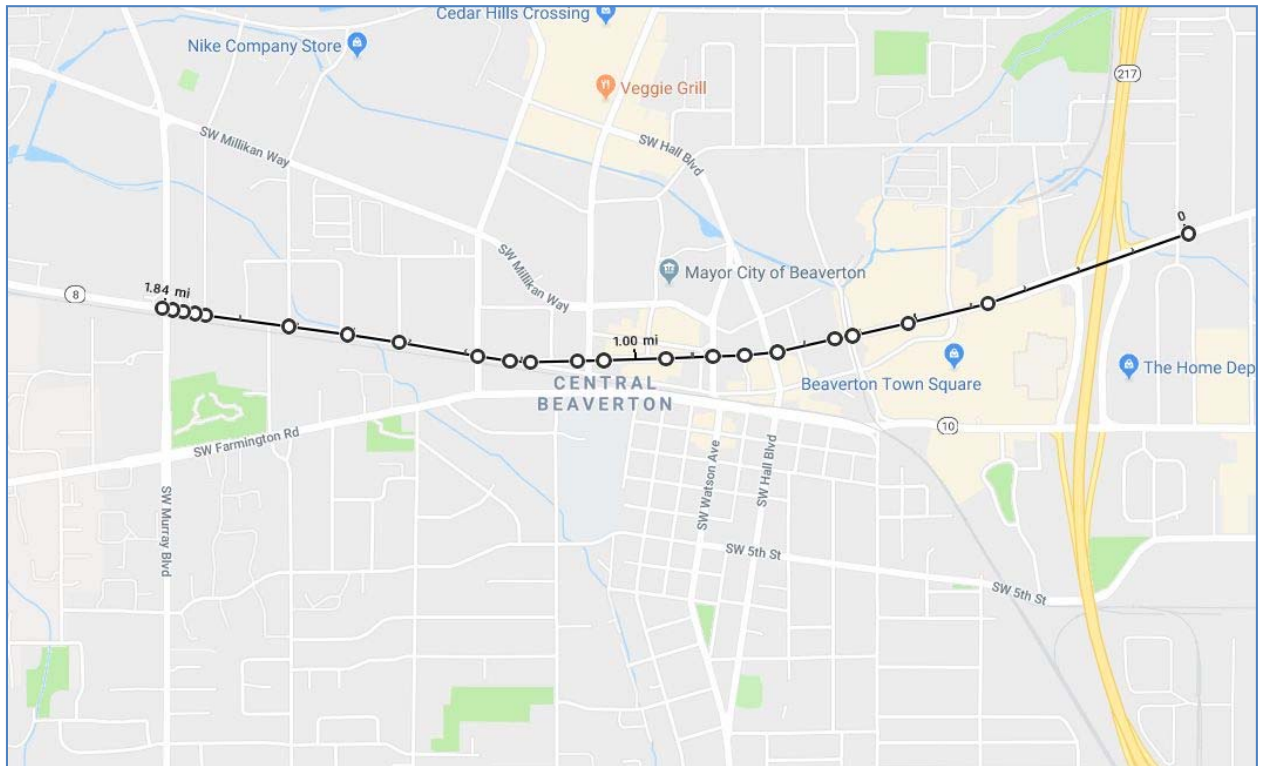
Attachment: Project Location Maps

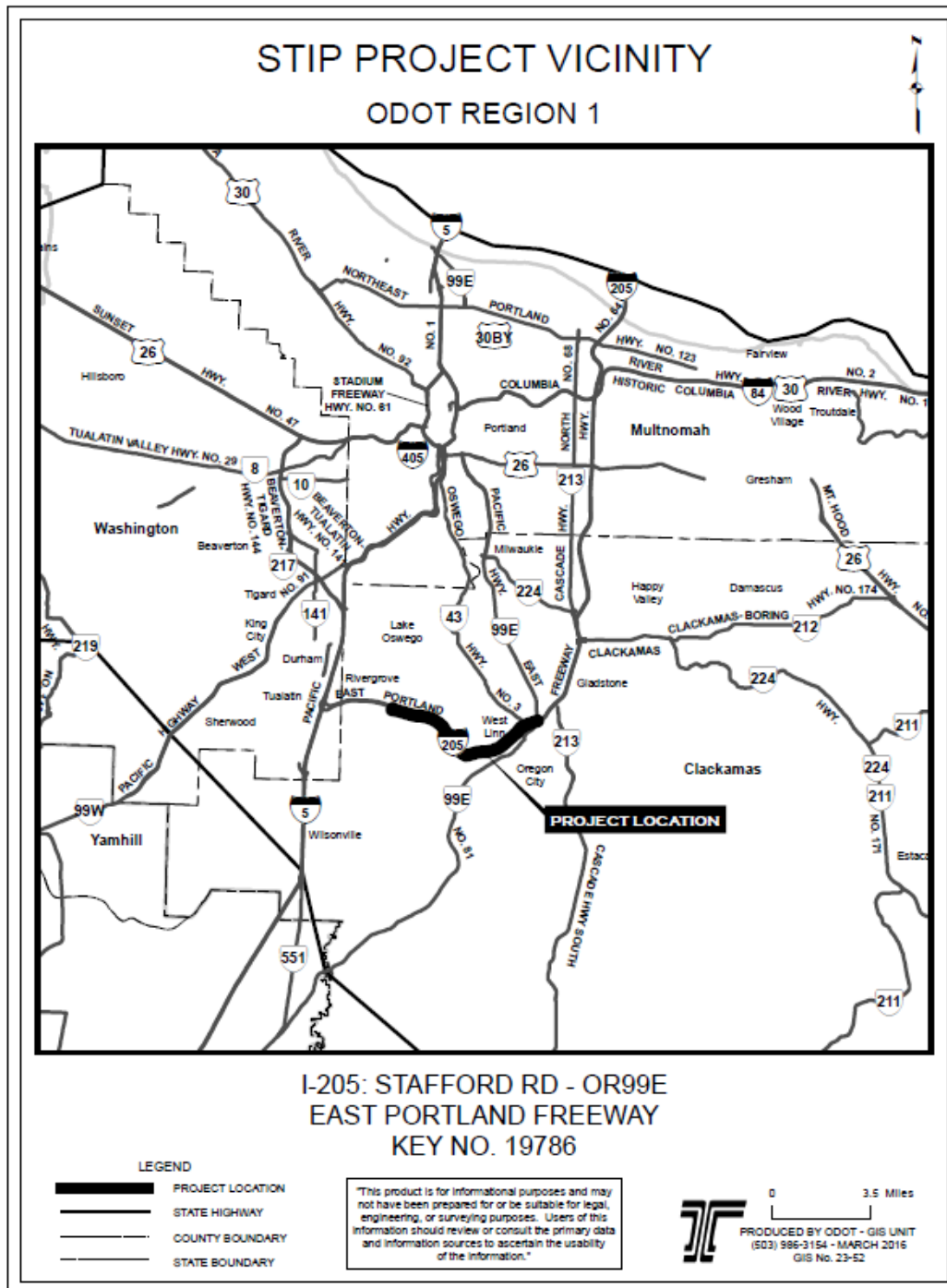
Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

- Key 18339**
OR8: SW 192nd Ave (Aloha) - SW 160th Ave




Keys 18794
OR8: SW Murray Blvd - SW 110th Ave (Beaverton)





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Oregon
State of Oregon
Katie Rosen, Governor

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

DATE: April 6, 2018
TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda S** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funding to the preliminary engineering phase and right-of-way phase to the Interstate 205: Stafford Road to Oregon 99 East project.

Requested Action:
Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funding to the Interstate 205: Stafford Road to Oregon 99 East project to:

- 1) Add \$14,000,000 to the preliminary engineering phase
- 2) Add a right-of-way phase in the amount of \$1,400,000

The total estimated project cost will increase from \$15,000,000 to \$30,400,000. Funding for this project will come from cost savings associated with the Sunrise Jobs and Transportation Act (JTA) Sunrise Project.

Project to increase funding
Interstate 205: Stafford Road - OR99E (KN-19786)

PHASE	YEAR	COST	
		Current	Proposed
Planning	2016	\$15,000,000	\$15,000,000
Preliminary Engineering	2018	\$0	\$14,000,000
Right of Way	2018	\$0	\$1,400,000
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
TOTAL		\$15,000,000	\$30,400,000

Background:
The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:

- A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City.

Oregon Transportation Commission
April 6, 2018
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- B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor
- C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.
- D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas.

Total project costs are estimated at approximately \$500 million. The project is currently funded at \$15,000,000 with a combination of federal freight funds and Regional Metropolitan Transportation Improvement Program funds. The \$15,000,000 of planning funds currently in the project are for completing environmental work, developing the HB 2017 (Transportation Funding) Cost to Complete report ODOT provided to the legislature in February, and to jump-start design. The remaining project funds will pay for advanced analysis of the George Abernethy Bridge and other bridge work, continue design for the freeway widening, and will bring the ATM design to about 60 percent complete.

The Cost to Complete Report identified the need for additional funding to be provided quickly to maintain the assumed timeline and cost assumptions in the report. The transfer of \$15,400,000 to the project now allows the project to remain on schedule through the remainder of 2018. The addition of \$14,000,000 for preliminary engineering in this request will take the bridge and freeway widening design to 60 percent and allow reaching 100% design for the ATM scope. The \$1,400,000 right-of-way phase will allow ODOT to move forward with the necessary property acquisitions, allowing for a faster transition to construction once the remaining funding is identified.

ODOT's 2017-2019 budget bill (HB 5045) included a budget note that directed the department "to ensure an ongoing commitment to fully fund congestion relief on I-205, including but not limited to the Stafford Rd to Abernethy Bridge bottleneck."

The Jobs and Transportation Act (JTA) allocated \$100 million for the Sunrise Project in Clackamas County. In 2016 ODOT completed the Sunrise Expressway, a new 2.5 mile, four-lane highway connecting the Milwaukie Expressway to SE 122nd Avenue and OR 212/224, as well as other improvements on the corridor. ODOT is currently in the process of closing out several Sunrise projects and has identified approximately \$21,400,000 in Jobs and Transportation Act (JTA) funds remaining. These remaining funds result from lower than anticipated right-of-way costs and the leveraging of multiple funding sources and project efficiencies. Attached is a summary of the Sunrise JTA Project budget.

This request is to reallocate \$15,400,000 to cover the needs identified on the Interstate 205: Stafford Road to Oregon 99 East Cost to Complete report through the remainder of the year. In addition, ODOT requests that the Commission approve transfer of any remaining Sunrise JTA Project funds to the Interstate 205: Stafford Road to Oregon 99 East as they become available in coming months. If the request to move the remaining funds from the Sunrise corridor project to the Interstate 205: Stafford Road to Oregon 99 East project is approved, ODOT will be able to continue the design work consistent with the assumptions provided in the Cost to Complete report through the end of 2018.

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Options:

With Commission approval, the project can continue as described.

Without Commission approval, ODOT will continue work on the initial planning phase of the Interstate 205 widening project until the contract runs out of budget this September or October. When the project runs out of funding, the work will stop until additional funding can be identified and a new consultant contract amendment can be developed and approved to restart work.

ODOT would likely return to the Commission and request to use the unallocated Sunrise funds for the construction phase of the next priority identified for the remaining Sunrise JTA Project funds: Oregon 224 (Milwaukie Expressway) from Southeast Rusk road to Interstate 205.

Attachments:

- Attachment 1 – Location and Vicinity Maps
- Attachment 2 – Sunrise Corridor budget summary
- Attachment 3 – Sunrise Freight Access MOU (28806)

Copies (w/attachment) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	McGregor Lynde	Jeff Flowers	Arlene Santana
Rian Windsheimer	David Kim	Talena Adams	Vaughan Rademeyer
Jon Makler	Amanda Sandvig	Ted Miller	Tova Peltz
Tom Hamstra	Lynn Averbek	Kristen Stallman	Mandy Putney

Agenda Item No. 4.1

**Public Hearing as Part of the Public Comment Period for the 2018
Regional Transportation Plan and Strategies for Safety, Freight,
Transit and Emerging Technology**

Public Hearings

Metro Council Meeting
Thursday, August 2, 2018
Metro Regional Center, Council Chamber



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Thursday, August 2, 2018

Metro Regional Center, Council Chamber

Public Hearing on the 2018 Regional Transportation Plan

The public comment period on the 2018 Regional Transportation Plan and implementation strategies for transportation safety, freight, transit and emerging technology is June 29 through Aug. 13, 2018. This public hearing is an opportunity for residents and other stakeholders to speak directly to decision-makers and inform the conversation well ahead of the final Regional Transportation Plan decision. Other methods of participating in the comment opportunity are outlined in the notice below.

Legislative hearings will also be held as the 2018 Regional Transportation Plan legislation is brought before the Metro Council. A hearing for the first read of the legislation is expected Nov. 8, 2018, and a hearing for the legislative action is expected Dec. 6, 2018.

The future of greater Portland's transportation system Tell us what you think | 45-day comment period

Give your thoughts on the 2018 Regional Transportation Plan – the blueprint for investing local, state and federal transportation funds in the greater Portland region through 2040. The plan lays out \$15 billion in priority investments, almost \$27 billion in transit service and maintenance of the entire transportation system and includes new strategies for transportation safety, transit improvements, freight movement and emerging technology. This public hearing is an opportunity for the public and other stakeholders to speak directly to decision-makers and inform finalizing the plan for consideration by the Council in December. Other methods of participating in the comment period are outlined below.

Comment now through Monday, Aug. 13:

- through the **online survey** at oregonmetro.gov/rtp
- by **email** to transportation@oregonmetro.gov
- by **letters** to Metro Planning, 600 NE Grand Ave., Portland, OR, 97232
- by **phone** at 503-797-1750 or TDD 503-797-1804
- at the **public hearing**, 5 p.m. Thursday, Aug. 2, 2018, at Metro Regional Center, 600 NE Grand Ave., Portland.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1890.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1890.

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。 要獲取完整的繁體中文翻譯版公告，請撥打503-797-1890。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1890.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1890로 문의하십시오.



Public comment opportunity on the 2018 RTP

June 29 to Aug. 13, 2018

Your input today will help guide decision-makers as they finalize the policies, strategies and project lists in the Regional Transportation Plan before adopting it in late 2018.

The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future. This update is an opportunity to define how we will create a safe, reliable, healthy and affordable transportation system for the next 25 years.

Your voice is important

The Metro Council and other decision-makers want to hear from you to help them make a recommendation on the 2018 Regional Transportation Plan and supporting policies, strategies and projects by the end of the year.

You are invited to provide feedback on the plan during the **public comment period from June 29 through Aug. 13, 2018**. We want to hear your thoughts on:

- 2018 Regional Transportation Plan
- 2018 Regional Transit Strategy
- 2018 Regional Freight Strategy
- 2018 Regional Safety Strategy
- 2018 Regional Emerging Technology Strategy

SHARE YOUR THOUGHTS

June 29 to Aug. 13

Take the survey at:

oregonmetro.gov/rtp

Your input will be shared with regional decision-makers as they work together to finalize the policies, strategies and project lists in the 2018 RTP.

Regional policy committees will make final recommendations to the Metro Council in October. The Metro Council will consider adoption in December.

Learn more about the 2018 RTP at oregonmetro.gov/rtp

WAYS TO COMMENT

June 29 to Aug. 13

Comments will be accepted through Mon., Aug. 13, 2018

Write a letter

Metro Planning
600 NE Grand Ave
Portland, OR 97232

Email comments

transportation@oregonmetro.gov

Attend public hearing

Comment in person before the Metro Council on Aug. 2 at 2 p.m.

Location:

600 NE Grand Ave
Portland, OR 97232

Call

503-797-1750
503-797-1804 TDD

Take the survey

oregonmetro.gov/rtp

Follow oregonmetro



2018 Regional Transportation Plan

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options.

During this comment period, the Metro Council will ask for public review and comment on the draft policies in the 2018 RTP, draft strategies for transit, freight, safety and emerging technology, and the projects recommended to address the region's significant and growing transportation needs.

Overview of draft strategies

Transit

As the region continues to grow, it's important that our transportation system provides a variety of travel options to meet the needs of everyone who calls this place home.

The purpose of the Regional Transit Strategy is to provide a coordinated vision and a set of policies to make transit service more convenient, frequent, accessible and affordable for everyone in the greater Portland region.

Freight

The greater Portland region is the trade and transportation gateway for Oregon and provides market access for many southwest Washington businesses.

The purpose of the Regional Freight Strategy is to define a set of policies and strategies aimed at increasing economic prosperity and stewardship of the multimodal freight network throughout the greater Portland region.

Safety

Traffic related deaths and severe injuries are a critical and preventable public health and social equity issue in the greater Portland region.

The purpose of the Regional Safety Strategy is to provide a specifically urban-focused overarching data-driven framework for increasing traffic safety in the greater Portland region. The plan focuses on strategies and actions drawn from best practices and proven to reduce traffic related deaths and serious injuries.

Emerging technology

Technology is already transforming our region's transportation system; the way the region's residents access, experience and use the transportation system has changed dramatically in the past five years.

The purpose of the Emerging Technology Strategy is to provide a framework for the region to harness new developments in transportation technology to ensure it is equitable, accessible and affordable to all people in the greater Portland region.



Click red box to download.



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

June 29, 2018

oregonmetro.gov/rtp

Click red box to download.



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Transportation Safety Strategy

*A strategy to achieve Vision Zero in the
greater Portland region*

June 25, 2018

oregonmetro.gov/safety

Click on red box to download.



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Transit Strategy

*A strategy for providing better transit
service in the greater Portland region*

June 29, 2018

oregonmetro.gov/transit

Click on red box to download.



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Freight Strategy

*A strategy for efficient goods movement in,
to and from the greater Portland region*

June 25, 2018

oregonmetro.gov/freight

Click on red box to download.



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Emerging Technology Strategy

*A strategy for guiding innovation to support
the greater Portland region's goals*

June 25 2018

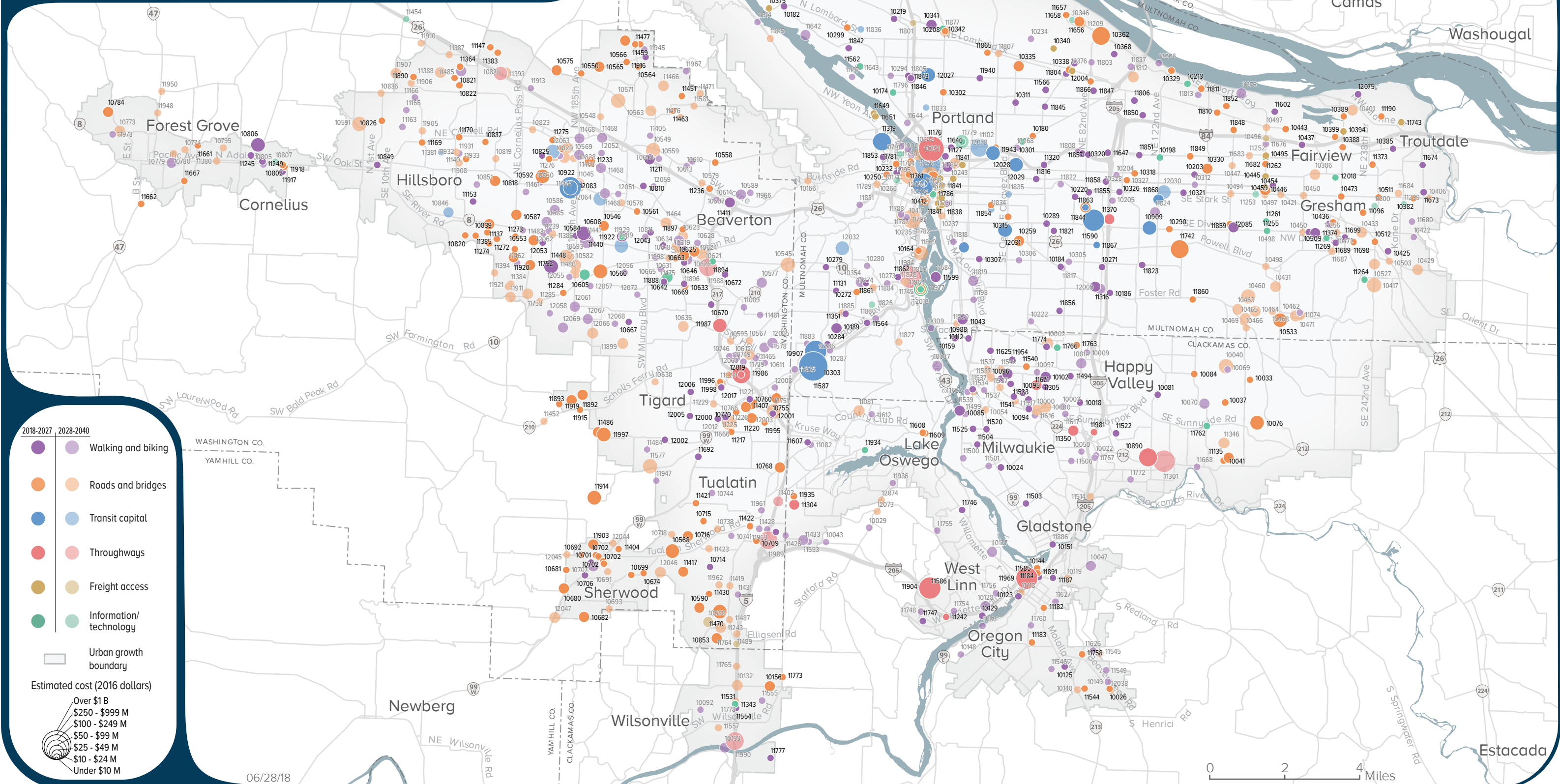
oregonmetro.gov/rtp

Draft 2018 Regional Transportation Plan 2040 Financially Constrained projects

The financially constrained projects are the highest priority projects given limited transportation funding and quality for regional, state and federal funding. This list of projects includes projects for which funding has been committed and projects that can be implemented with the funds the region currently expects to have available.

These projects have been divided into two investment time frames; 2018-2027 and 2028-2040.

For more information and to access an interactive online map, visit <https://arcg.is/1WT9Gq>



Agenda Item No. 5.1

**Resolution No. 18-4903, For the Purpose of Confirming the
Appointment of Nathan A. S. Sykes as Acting Metro Attorney**

Resolutions

Metro Council Meeting
Thursday, August 2, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 18-4903
APPOINTMENT OF NATHAN A. S. SYKES AS)	
ACTING METRO ATTORNEY)	Introduced by Council President Tom
)	Hughes

WHEREAS, the Metro Attorney has resigned her position as of August 3, 2018 and there will be a vacancy in this position as of that date; and

WHEREAS, the Metro Council President and Council intend to fill the vacancy on a permanent basis after conducting a competitive process to assist in the selection of a Metro Attorney. The Council President desires to appoint an Acting Metro Attorney to serve until the selection process is completed; and

WHEREAS, the duties and responsibilities of the Metro Attorney are described and provided for in the Metro Charter and the Metro Code; and

WHEREAS, Section 2.08.100 of the Metro Code provides that during any vacancy in the office of the Metro Attorney, such vacancy shall be filled with all due speed and that the Council President has the authority to appoint an Acting Metro Attorney subject to confirmation of the Metro Council by resolution; and

WHEREAS, the Metro Council President has appointed Nathan A. S. Sykes to serve as Acting Metro Attorney as of August 4, 2018, subject to Metro Council confirmation; and

WHEREAS, Mr. Sykes is qualified to be the Acting Metro Attorney and has stated his intent to accept the position during the period of time in which the position is vacant; and

WHEREAS, the Metro Code provides that the employment of the Metro Attorney shall be subject to the terms of an employment agreement and the Metro Council President has negotiated an employment agreement with Nathan A. S. Sykes subject to approval by the Council; now therefore

BE IT RESOLVED by the Metro Council:

1. The appointment of Nathan A. S. Sykes as Acting Metro Attorney is confirmed; and
2. The Metro Council President is authorized to execute an employment agreement with Nathan A. S. Sykes substantially similar in form to Exhibit A attached herein.

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

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

**EMPLOYMENT AGREEMENT FOR
ACTING METRO ATTORNEY**

This Employment Agreement for Nathan A. S. Sykes as Acting Metro Attorney ("Agreement") is entered into by and between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter (herein referred to as "Metro") and Nathan A. S. Sykes (herein referred to as "Mr. Sykes").

RECITALS

- A. Due to a vacancy in the position of Metro Attorney, Metro requires the services of an Acting Metro Attorney.
- B. Mr. Sykes currently serves Metro as the Deputy Metro Attorney and has been an attorney in the office of Metro Attorney since 2006.
- C. On August 2, 2018, in accordance with the Metro Charter and the Metro Code, the Metro Council confirmed via Resolution No. 18-4903 the Metro Council President's appointment of Mr. Sykes to serve as Metro's Acting Metro Attorney until that position is no longer vacant. The Metro Council finds that Mr. Sykes has the legal ability and qualifications to serve Metro as the Metro Attorney as provided for in the Metro Charter and the Metro Code.
- D. Mr. Sykes has stated his agreement to accept the position of Acting Metro Attorney, and Mr. Sykes intends to take a temporary leave of absence from his position as Deputy Metro Attorney to accept the position as Acting Metro Attorney. The parties intend that Mr. Sykes will return to the position of Deputy Metro Attorney unless appointed to the Metro Attorney position or after the Metro Attorney position is no longer vacant or if this Agreement is otherwise terminated.
- E. This Agreement shall be effective August 4, 2018, and shall be referred to as the "Acting Metro Attorney Employment Agreement."

NOW, THEREFORE, IN CONSIDERATION of the compensation to be paid by Metro to Mr. Sykes as specified in this Agreement, and in consideration of the mutual promises contained in this Agreement, the parties hereby agree as follows:

- 1. Engagement. Metro hereby employs and Mr. Sykes hereby accepts employment from Metro for the position and duties of Acting Metro Attorney.
- 2. Term of Agreement. Mr. Sykes' employment as Acting Metro Attorney under this Agreement shall begin on August 4, 2018, and shall continue until terminated as provided herein.
- 3. Services. Mr. Sykes shall faithfully, industriously and to the best of his ability provide his services as Acting Metro Attorney, and shall have all powers and perform all duties as may be required of him by the Metro Charter, the Metro Code, and the Metro Council.
- 4. Termination. The Metro Code provides that the Metro Attorney serves at the pleasure of the Metro Council and is subject to removal by the Metro Council President with the concurrence of the Metro Council by resolution. This Agreement shall terminate on the earliest of the following occurrences:

- (a) On the first regularly scheduled day of work that the position of Metro Attorney is no longer vacant.
- (b) 72 hours after the Metro Council concurs by resolution a written notice of termination by the Metro Council President.

Upon termination, unless Mr. Sykes is appointed the Metro Attorney, Mr. Sykes shall resume his position as Deputy Metro Attorney.

5. Compensation.

- A. Salary. As compensation for Mr. Sykes services, Metro shall pay Mr. Sykes a sum that will be negotiated between the Metro Council President and Mr. Sykes, payable in the same frequency and manner as other Metro employees. Mr. Sykes' performance and salary shall be reviewed annually by Metro as provided below. Any salary increases shall be based on Metro's annual evaluation of Mr. Sykes' performance, availability of funding, and on Metro's assessment of inflation and a survey of annual salaries paid to comparable positions in the Metro region. The compensation paid to Mr. Sykes shall be subject to customary withholding taxes and other taxes as required with respect to compensation paid by Metro to an employee.
- B. Benefits. Mr. Sykes shall receive all normal and regular benefits accruing to Metro non- represented employees as provided in the Metro Code. Mr. Sykes' leave of absence as Deputy Metro Attorney and term of service as Acting Metro Attorney shall not constitute a break in service for insurance or any other purposes.

6. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon.

IT IS SO AGREED:

Nathan A. S. Sykes

Tom Hughes
Metro Council President

APPROVED AS TO FORM:

Joyce Wan
Senior Assistant Metro
Attorney

STAFF REPORT

FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF NATHAN A. S. SYKES AS ACTING METRO ATTORNEY

Date: July 19, 2018

Prepared by: Roger Gonzalez,
Chief of Staff to Council President Hughes

BACKGROUND

Metro Attorney Alison Kean has submitted her resignation effective August 3, 2018, which will result in a vacancy in the Office of Metro Attorney.

The Metro Council President and Council intend to permanently fill the vacancy after a competitive recruitment for selection for the position of Metro Attorney. Under the Metro Code, the Metro Council President has the authority to appoint an Acting Metro Attorney, and in the interim wishes to appoint an Acting Metro Attorney to serve in the role until the recruitment process closes and a replacement is hired.

Metro Code Section 2.08.100 directs the Council President to appoint an Acting Metro Attorney “with all due speed,” which appointment is then subject to confirmation by the Metro Council by resolution.

Metro Council President Hughes has appointed Nathan A. S. Sykes as the Acting Metro Attorney subject to Metro Council confirmation. Council President Hughes has determined that Mr. Sykes is qualified to serve as an Acting Metro Attorney.

ANALYSIS/INFORMATION

1. **Known Opposition.** None
2. **Legal Antecedents.** Metro Charter Chapter V, Section 25(2) and Metro Code Chapter 2.08 govern the creation, duties, powers, and other functions of the Metro Attorney. Section 2.08.100 of the Metro Code provides that the Council President may appoint an Acting Metro Attorney subject to confirmation by the Metro Council by resolution. Metro Council President Tom Hughes has appointed Nathan A. S. Sykes as the Acting Metro Attorney subject to the Metro Council’s confirmation via this resolution.
3. **Anticipated Effects** This resolution will confirm the Council President’s appointment of Nathan A. S. Sykes as the Acting Metro Attorney and authorize the Council President to enter into an employment agreement with Mr. Sykes.
4. **Budget Impacts.** The salary of the Metro Attorney is currently budgeted for in the approved Metro Budget.

RECOMMENDED ACTION

Council President Hughes and staff recommend adoption of Resolution No. 18-4903.

Materials following this page were distributed at the meeting.

Metro

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



Metro

Minutes

Thursday, July 26, 2018

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Tom Hughes called the Metro Council meeting to order at 2:03 p.m.

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

Mike Betteridge, Oregon Convention Center: Mr. Betteridge thanked the Metro Council for their role in a 16% wage increase he and other kitchen staff at the Oregon Convention Center received.

Ms. Sharon Nasset, Economic Transportation Alliance: Ms. Nasset discussed the North Willamette Bridge proposal from Highway 30 to industrial areas.

3. Consent Agenda

A motion was made by Councilor Dominguez, seconded by Councilor Stacey, 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

3.1

Attachments: July 19, 2018 Minutes

4. Ordinances (Second Reading)

4.1 **Ordinance No. 18-1424**, For the Purpose of Coordinating Comprehensive Plans Regarding the Urban Service Boundary Between the Cities of Portland and Beaverton

Attachments: [Ordinance No. 18-1424](#)
[Exhibit A to Ordinance No. 18-1424](#)
[Staff Report](#)

Council President Hughes stated that the first reading and public hearing for Ordinance No. 18-1424 took place on Thursday, July 9.

Council Discussion:

There was none.

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

- 4.2 **Ordinance No. 18-1418**, For the Purpose of Amending Metro Code Chapter 5.10 to Establish a Businesses Food Waste Requirement in Order to Increase the Recycling of Food Waste and to Assist the Metro Region with Achieving Waste Reduction Goals

Attachments: [Ordinance No. 18-1418](#)
[Exhibit A to Ordinance No. 18-1418](#)
[Staff Report](#)

Council President Hughes stated that the first reading and public hearing for Ordinance No. 18-1418 took place on Thursday, July 9. He informed the Metro Council that Mr. Paul Slyman, Director of Property and Environmental Services, was available for questions.

Council Discussion:

Councilor Craddick asked whether staff had discussed the

impacts of the ordinance on businesses that self-haul food materials to transfer stations. Ms. Jennifer Erickson, Metro Principal Planner, responded that staff was working on amendments to administrative rules that would allow self-hauling businesses to be included in the access payments.

Councilor Craddick asked what planning was taking place for making facilities available throughout the region as the food scraps program grows and emphasized the need for facilities across the region for successful implementation of the commercial food scrap program. Mr. Slyman outlined the plan for hauling food scraps initially with a goal to have a network of facilities distributed across the region.

Councilor Stacey expressed appreciation for Mayor Steve Callaway's public hearing testimony and acknowledged the importance of ensuring Washington County residents have access to full-service transfer stations.

A motion was made by Councilor Chase, seconded by Councilor Dominguez, 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

5. Resolutions

- 5.1 **Resolution No. 18-4902,** For the Purpose of Approving Fiscal Year 2018-19 Funding for 2040 Planning and Development Grants Funded with Construction Excise Tax

Attachments: [Resolution No. 18-4902](#)
[Exhibit A to Resolution No. 18-4902](#)
[Attachment 1 to Exhibit A](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[PowerPoint Grant Awards](#)

Council President Hughes called on Ms. Lisa Miles, Metro Principal Regional Planner, and Mr. Damien Hall, Grant Screening Committee Chair, to present on the 2040 Planning and Development Grants.

Ms. Miles explained that the funding recommendations were projects that aligned with the stated program goals. She outlined the total amount of funding available and the breakdown of funding within the target funding levels for categories in equitable development.

Mr. Hall presented a high level overview of the committee's recommendations. He provided information on the proposals received and the screening process and outlined the categories of project proposals. Mr. Hall noted that committee came to a unanimous recommendation to fund 10 projects for a funding total of \$1.995 million. He thanked the Council for inviting the committee to participate in this process.

Metro Chief Operating Officer Martha Bennett thanked the committee for their hard work. She recommended that Council approve all of the grants as proposed by the committee with one modification. Ms. Bennett recommended the addition to the City of Portland Southwest Corridor Equitable Housing Strategy award that any properties to be included must be controlled by a public partner.

Council Discussion:

Councilor Harrington asked whether the move to an annual grant cycle had been beneficial. Mr. Hall shared that feedback from the audit and jurisdictional partners indicated that a predictable annual grant cycle with clear criteria was beneficial for jurisdictions. He noted that this change has allowed Metro to help jurisdictions meet requirements of the land use planning process.

Ms. Miles added that the move to an annual grant cycle has helped create an even number of applications each year and has provided more opportunity for jurisdictions to prepare proposals.

Councilor Stacey requested clarification on why the combined grant awards for the last two annual cycles fell short of the grant awards in the last biennial cycle in 2015-16. Ms. Bennett explained that while the construction excise tax is generating more than \$2 million in funding annually, Council directed staff to balance grant funding over time. She also noted that this approach would also maintain the level funding of during slower growth years when less revenue is generated and ensured jurisdictions had capacity to absorb the funding over time.

Councilor Chase expressed his interest in the Rock Creek Employment Infrastructure Assessment and Funding Plan and the importance of industrial land and land readiness as a regional strategy. He asked what factors were being considered when identifying and evaluating the region's industrial land strategy and highlighted the opportunity to evaluate the use of commercial land including transportation access and regional connectivity. Councilor Chase emphasized the importance of Oregon Department of Transportation's (ODOT) participation in the City of Happy

Valley's project.

Ms. Miles explained that the recommendation is that \$170,000 of the \$210,000 award be contingent on ODOT's participation. She provided background on ODOT's involvement in three other projects in the Columbia to Clackamas Corridor Project and that the recommendation is ODOT agree to include this project as part of the larger corridor project.

Mr. Hall shared discussions the screening committee had on this issue and summarized that functional participation by ODOT was important given the regional implications.

Councilor Craddick thanked the committee for their thoughtful consideration of the proposals. She highlighted the importance of the Sunrise Corridor Project and creating connectivity in East Multnomah and Clackamas counties. Councilor Craddick also pointed to the Rosewood Equitable Development Plan and the City of Fairview's proposal as important steps in fulfilling the goals of larger projects.

Councilor Dominguez also emphasized the importance of the Sunrise Corridor through Happy Valley and appreciated the contingency with ODOT's participation. She thanked the committee for their work.

Council President Hughes thanked the screening committee for their service and emphasized the exceptional quality of the projects.

Councilor Chase moved to accept the COO recommendation including the modification to the Southwest Corridor and to approve the grant awards as stated in Exhibit A to Resolution No. 18-4902 with the addition of the condition of

approval recommended by staff requiring the City of Happy Valley to coordinate its work with ODOT and with the Columbia to Clackamas Corridor Plan.

The motion was made by Councilor Chase, seconded by Councilor Craddick, 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

6. Chief Operating Officer Communication

Ms. Martha Bennett provided an update on the following events or items:

- Policy Makers Ride
- Senior Leadership Team's Semi-annual Team Building Retreat
- GLEAN exhibition opening reception

7. Councilor Communication

Councilors provided updates on the following meetings:

Councilor Stacey noted that he would attend the TriMet Service Planning Advisory Committee to hear staff recommendation on fund allocation from House Bill 2017. He shared that staff would be presenting an Southwest Corridor Project update and status of the Draft Environmental Impact Statement Process at the next Council work session.

Councilor Dirksen shared he had been asked by the Office of the Governor of Washington State to sit on a task force examining the feasibility of an ultra-high speed rail line between Portland and Vancouver, British Columbia.

Councilor Dominguez provided an update on the recent MPAC meeting and shared highlights of the discussion on the Parks and Nature bond and the Urban Growth Boundary expansion.

8. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 2:58 p.m. The Metro Council will convene the next regular council meeting on August 2, 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 JULY 26, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Minutes	7/26/18	Council Meeting Minutes for July 19, 2018	072618c-01
5.0	PowerPoint	7/10/2018	2040 Planning and Development Grants	072618c-02

Eliminate WHI related rail access/yard projects (RTP ID 11353&4)

[NOTE: Northwest Citizen Science Initiative (NWCSI) is a regional scientific research group that 1) studies issues that may pose a threat to people and the natural wildlife habitat of the region, and 2) reports its findings to public agencies considering such plans proposed for public support by business, industry, government, and other organizations.]

NWCSI's studies show Port's WHI rail plans are unsuitable for this area.

Economic demand for Port facilities in Portland shows a steady decline since 1990. At that time, a world-wide consortium of international shippers chose to focus business mainly on the Ports of Seattle-Tacoma, and Los Angeles-Long Beach, not the Ports of Portland and Oakland-Alameda. Certainly no Port expansion to West Hayden Island has been or can be justified on economic grounds.

Port of Portland's long-standing plan to access West Hayden Island circular rail yard from the North-South Burlington Northern Santa Fe tracks has been shown by BNSF to cause major delays of existing and increasing freight traffic. It's projected to cause slower customer service and increased costs, but no economic benefits.

For 25 years, the Port of Portland has planned for and supported many unneeded or highly dangerous WHI-related projects of no economic benefit. These include: the WHI Circumferential Rail Yard and Marine Industrial Development, Pembina Propane Transfer Depot, and the existing and expanding dredge spoils site for marine materials from Willamette Reach Super Fund and related sites. All threaten high-value urban natural wildlife habitat on WHI's 825 acres.

Portland City Council for more than 20 years has studied the Port's plans to develop West Hayden Island for a Circumferential rail loop and marine industrial park. However, it was removed from the City's 2035 Comprehensive Plan for the next 20 years. Its reasons show the Port's plan does not prove economic need; and other evidence shows significant threat to people and wildlife habitat in this area.

Respectfully submitted,

Timme A. Helzer, Ph.D., Co-Founder
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helzert@comcast.net; (503) 247-0303



Metro

Finalizing the 2018 Regional Transportation Plan

August 2, 2018

Elissa Gertler, planning and development director

Kim Ellis, project manager

Today's purpose



Provide an opportunity for the public to comment on:

- 2018 Regional Transportation Plan
- 2018 Regional Transit Strategy
- 2018 Regional Freight Strategy
- 2018 Regional Safety Strategy
- 2018 Regional Emerging Technology Strategy

Regional Transportation Plan

Sets the course for moving the region safely, reliably and affordably for decades to come

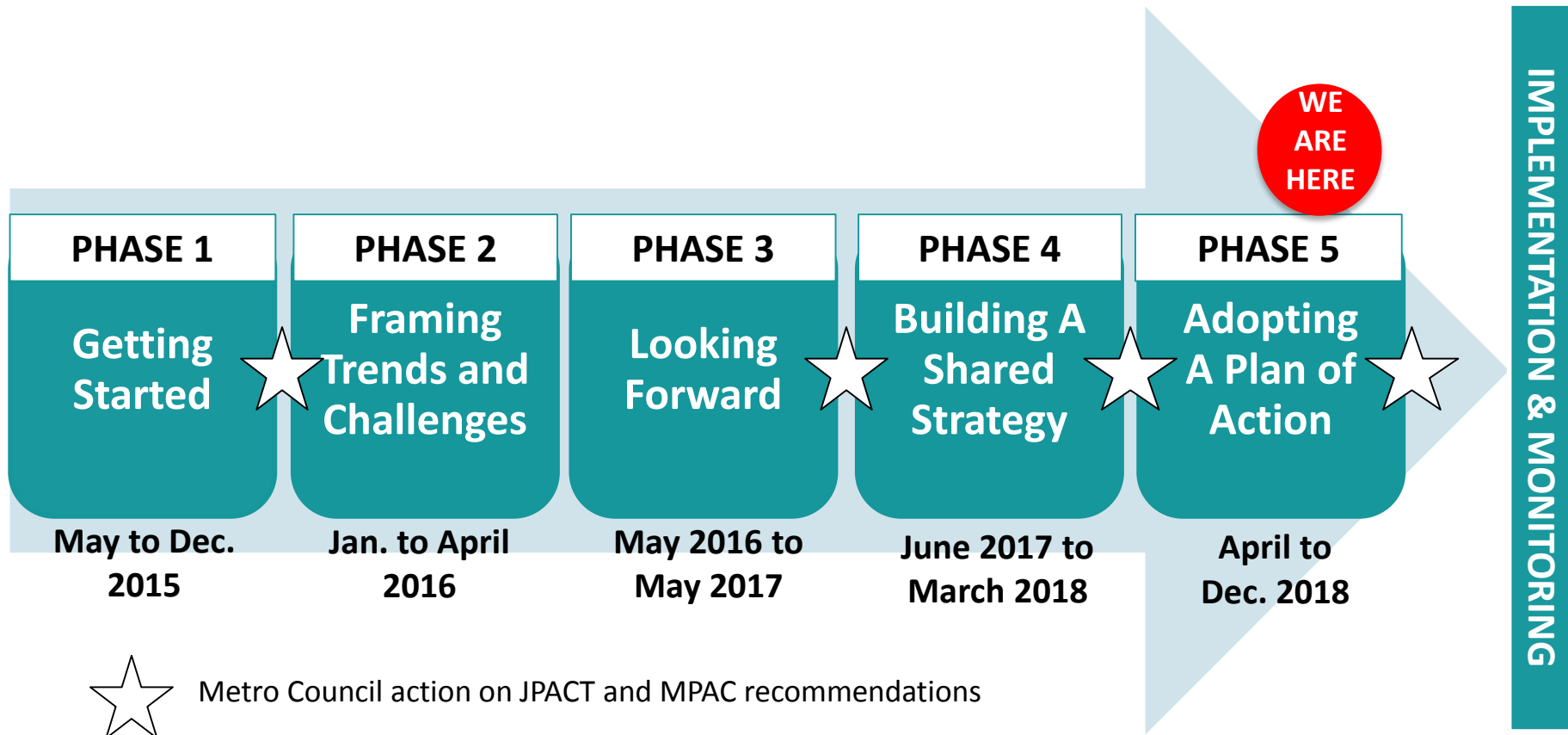
Uses projections of future population and employment growth to identify travel needs and solutions through 2040

Establishes priorities for federal, state and regional funding

Required every 5 years (after this update)



RTP timeline



Meaningful, ongoing engagement



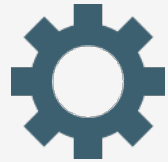
* Planned during comment period.



Vision Statement

Establishes the overarching vision of the plan

Moving from Vision to Strategies



Goals

Expand on the Vision Statement to describe outcomes of emphasis



Objectives

Define focused, measurable outcomes of the Goals



Performance Measures

Track progress in achieving the Objectives

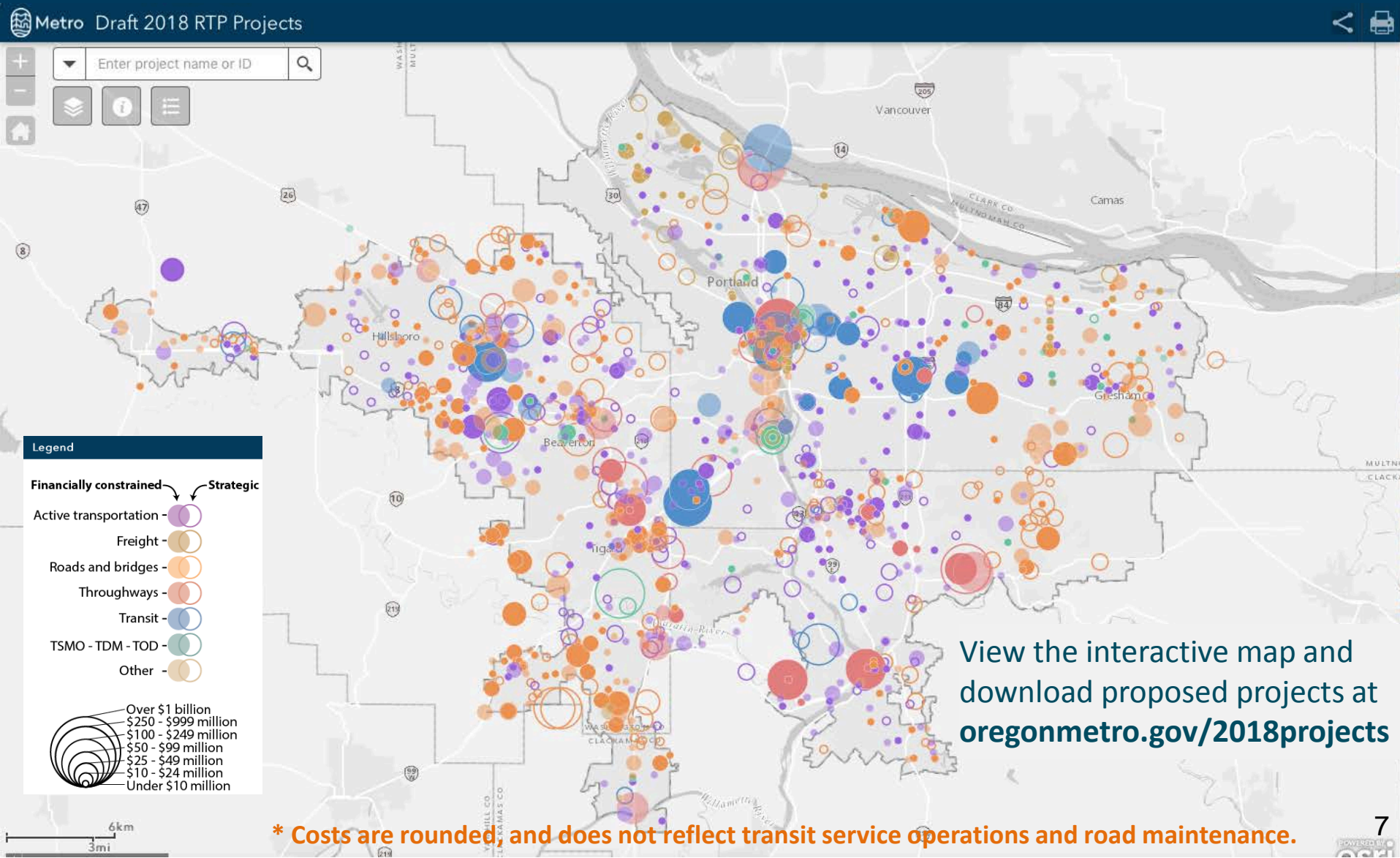


Policies and Strategies

Detail an approach to meet desired outcomes (Goals and Objectives)

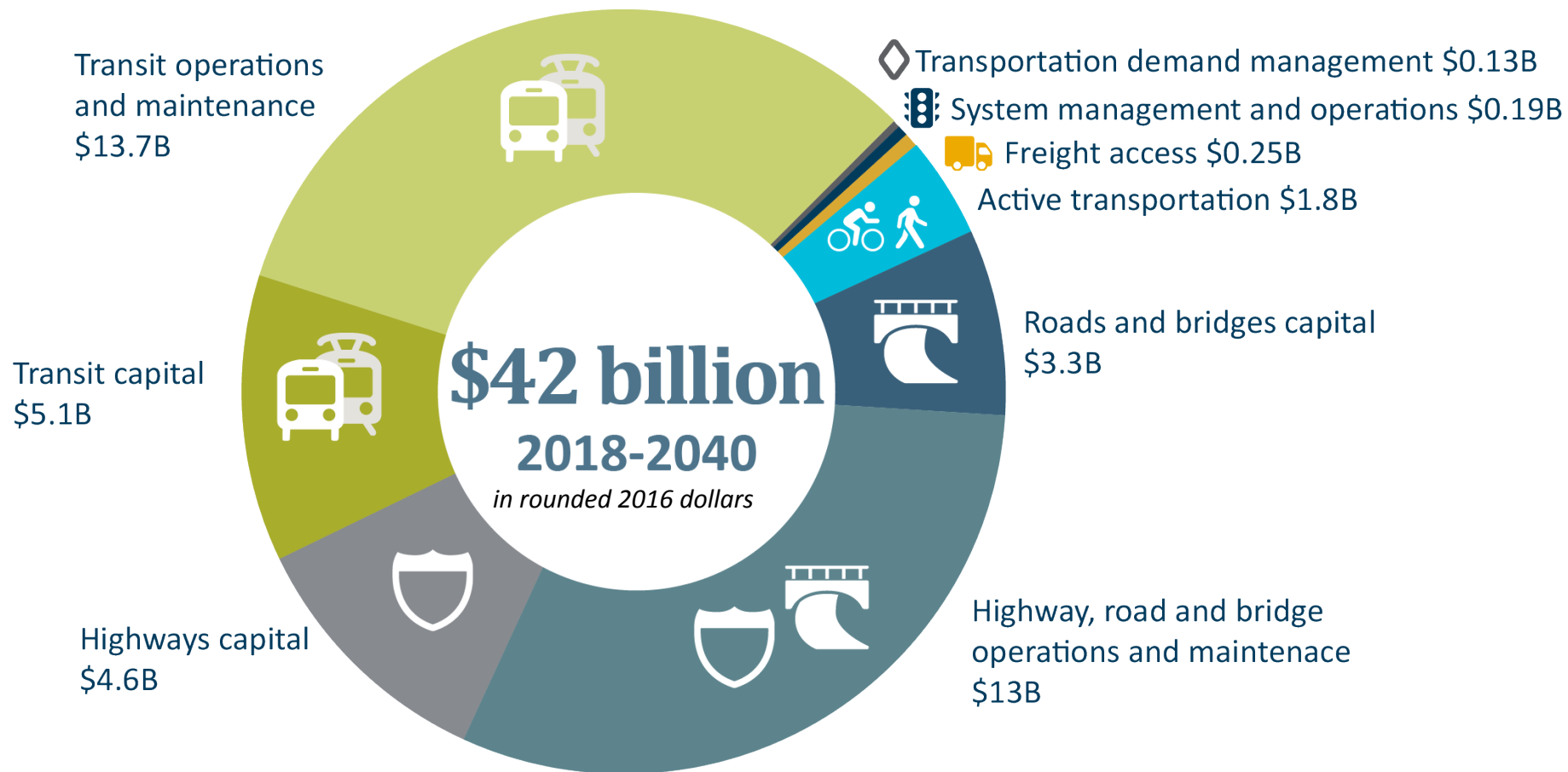
Performance-Based
Planning and
Decision-Making

More than \$22 billion planned through 2040 \$15.4 billion on Constrained List*



Draft RTP Constrained priorities

Total estimated investment by 2040



Source: Public review draft 2018 Regional Transportation Plan (June 29, 2018)

Public review materials available since June 29 at www.oregonmetro.gov/rtp



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Transportation Safety Strategy



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Freight Strategy



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Transit Strategy



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Emerging Technology Strategy

Briefing book for policymakers



Condensed version of the draft plan and strategies

Opportunity for policymakers and the public to understand the challenges and opportunities facing the region

Summarizes project priorities and expected plan outcomes

Visit project website to take survey and review materials oregonmetro.gov/rtp

Home > Public projects > 2018 Regional Transportation Plan

2018 Regional Transportation Plan

We've all got places to go. Metro works across the region to help people and goods get there safely, affordably and reliably.

What's new in this draft RTP? [Comment now](#) | [Equity](#) | [Safety](#) | [Transit](#) | [Freight](#) | [Finance](#) | [Design](#) | [Performance](#)

Share your thoughts on the draft 2018 Regional Transportation Plan through Aug. 13

Help finalize the 2018 Regional Transportation Plan. There are few ways to learn about what's in the plan:

- Review the full chapters, appendices and implementation strategies [below](#).
- Use the [interactive map](#) and project lists to learn about specific projects in your neighborhood and city

Through Aug. 13, 2018:

- Take 15 minutes to answer an online survey with a high level summary of the plan.
[Go to the survey](#)
- Comment in person to the Metro Council at a [public hearing](#) on Aug. 2, 2018
- Send mail to Metro Planning and Development, 600 NE Grand Ave., Portland, OR 97232
- Send email to transportation@oregonmetro.gov
- Call 503-797-1750, or TDD 503-797-1804.

Draft project list

What will greater Portland's transportation system to look like in 2040?

Explore the projects of the updated list →

Find out about the updated project lists submitted by cities, counties, ODOT, TriMet, SMART and other jurisdictions to the 2018 Regional Transportation Plan.

Here's a summary of the updated draft project lists:

- [Draft 2018 RTP Financially Constrained List \(Round 2\)](#)
1.89 MB Adobe Acrobat PDF | Published Jun 20, 2018
- [Draft 2018 Additional Strategic Priorities Project List \(Round 2\)](#)
917.8 KB Adobe Acrobat PDF | Published Jun 20, 2018
- [Draft 2018 RTP Project List - all projects \(Round 2\)](#)
959.85 KB Excel | Published Jun 20, 2018

Additional documents:

- [Regional Leadership Forum 4 summary and recommendations](#)

DRAFT 2018 REGIONAL TRANSPORTATION PLAN



2018 RTP public review draft
Jun 2018 | PDF



2018 RTP Table of Contents
Jun 2018 | PDF



2018 RTP Executive Summary
Jun 2018 | PDF



2018 RTP ch.1: Introduction
Jun 2018 | PDF



2018 RTP ch.2: Vision and Goals
Jun 2018 | PDF

IMPLEMENTATION STRATEGIES



Regional Transportation Safety Strategy
Jun 2018 | PDF



2018 Metro State of Safety Report
Jun 2018 | PDF



High Injury Corridors and Intersections Report
Jun 2018 | PDF



Regional Transit Strategy
Jun 2018 | PDF



Regional Freight Strategy
Jun 2018 | PDF

APPENDICES



Appendices A and B - Constrained project list
Jun 2018 | PDF



Appendix C - Strategic project list
Jun 2018 | PDF



Appendix D - Public and stakeholder engagement
Jun 2018 | PDF



Appendix E - Transportation Equity Evaluation
Jun 2018 | PDF



Appendix F - Environmental Assessment and potential mitigation
Jun 2018 | PDF

Ways to comment through Aug. 13

Take the survey

oregonmetro.gov/rtp

Write a letter

Metro Planning

600 NE Grand Ave, Portland, OR 97232

Email comments

transportation@oregonmetro.gov

Attend public hearing

Comment in person before the Metro Council
on Aug. 2 at 2 p.m. at Metro Regional Center

Call

503-797-1750

503-797-1804 TDD



Photo courtesy of Street Trust



Final steps in 2018

Aug. 13

Public comment period closes

Aug. – Sept.

Technical committees discuss public comments and make recommendations to policy committees

Sept. – Oct.

MPAC and JPACT make recommendations to the Metro Council

Nov. 6

Metro Council discusses recommendations from MPAC and JPACT

Nov. 8

Metro Council holds public hearing

Dec. 6

Metro Council holds public hearing and considers final action to adopt RTP and strategies

2018 Regional Transportation Plan

oregonmetro.gov/rtp

